

WHITE FLINT FIRE STATION NO. 23
MANDATORY REFERRAL NO. MR2025003
FOREST CONSERVATION PLAN NO. F20250050



Description

Mandatory Referral and Forest Conservation Plan for the construction of a new fire station located at the intersection of Josiah Henson Parkway and Chapman Avenue in Rockville.

COMPLETED: 3/14/2025

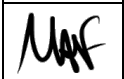
PLANNING BOARD HEARING DATE: 3/27/2025

MCPB ITEM NO. 12

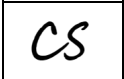
Planning Staff



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LOCATION

Southwest quadrant of the intersection of Josiah Henson Parkway and Chapman Avenue

MASTER PLAN, ZONE

2010 *White Flint Sector Plan*
CR-3.0, C-2.5, R-1.5, H-200

PROPERTY SIZE

3.75 acres

APPLICANT

Montgomery County Department of General Services

ACCEPTANCE DATE

January 31, 2025

REVIEW BASIS

Md. Land Use Article, Section 20-301, et seq.
Chapter 22A

Summary:

- Staff recommends approval and transmittal of comments to the Montgomery County Department of General Services.
- Staff recommends approval with conditions of Forest Conservation Plan No. F20250050
- The Planning Board review of a Mandatory Referral is pursuant to the Land Use Article of the Maryland Annotated Code, Sections 20-301 et seq.

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SECTION 1: EXECUTIVE SUMMARY

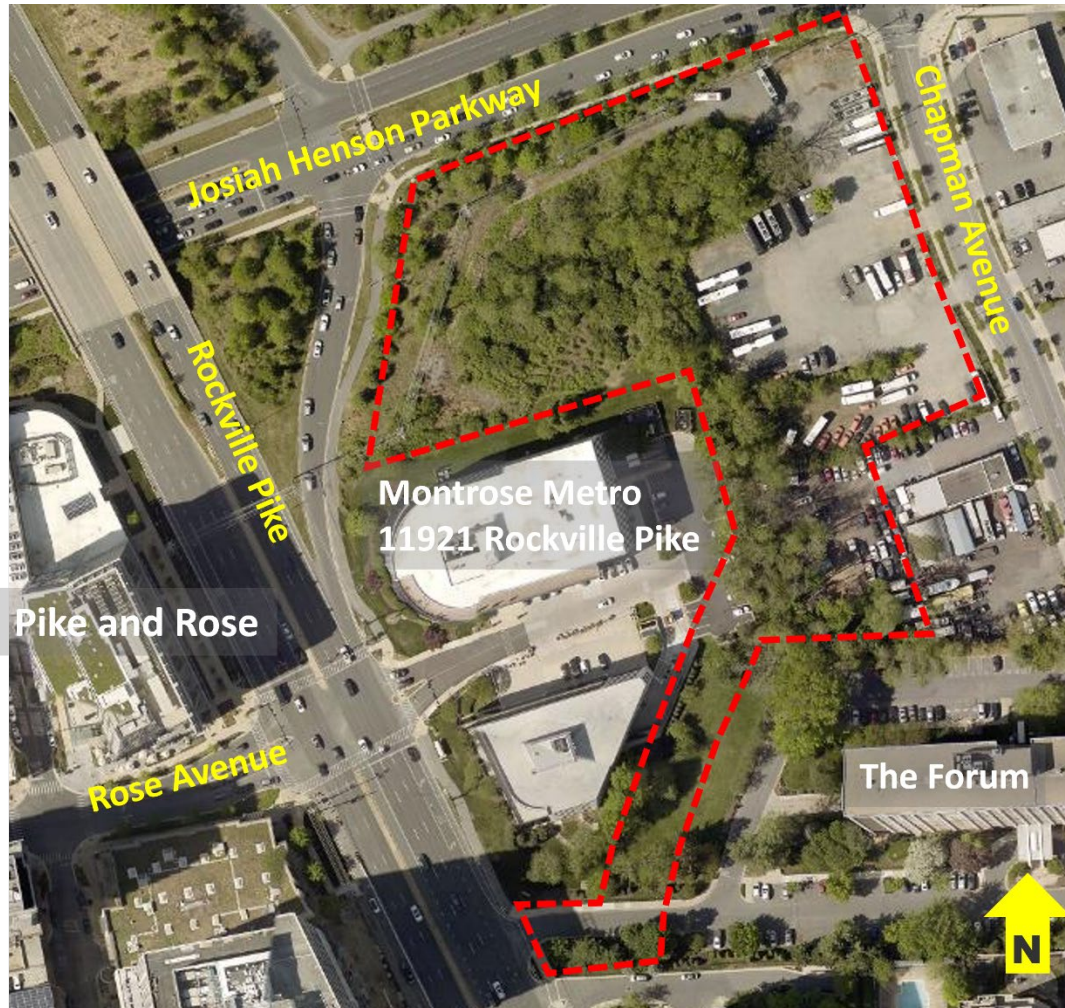


Figure 1: Project Location

The proposed development is a new, five (5) bay fire and rescue station and a police substation to serve the North Bethesda/White Flint area. The fire and rescue station (with police substation sited internally) will be located on the corner of Josiah Henson Parkway and Chapman Avenue, near the intersection with Rockville Pike (MD Route 355). This location was identified in the 2010 *White Flint Sector Plan* (Sector Plan) as being suitable for the fire and rescue station.

This area is also identified for an important circulation connection. Extending Chapman Avenue to connect to Rockville Pike (MD Route 355) was identified in the Sector Plan as an important connection to break up the block. Additionally, the Department of General Services is also working with an affordable senior housing developer on a portion of the Property. The County performed feasibility studies to include affordable senior housing collocated with the fire and rescue station. The studies showed affordable housing combined with the fire station is not a feasible approach and it was

approved by the County Council and County Executive to be eliminated from this project. The affordable senior housing development will be located south of the fire station.

The fire and rescue station, affordable senior housing, and extension of Chapman Avenue are extremely important projects that need to be located on this Property. Cooperation and coordination will be required to meet these public use goals. Additional property acquisition may be necessary to fit all three uses here, as site design options are limited by site constraints that include a WMATA tunnel and associated zone of influence and a WSSC water line adjacent to Josiah Henson Parkway.



Figure 2: Recommended Projects

The Applicant has worked with Planning Staff to minimize the area required for the development of the fire and rescue station and include substantial sustainability measures. Recommendations are included to further reduce the development footprint. Additional coordination is required to ensure the inclusion of the affordable senior housing and Chapman Avenue extended on the Subject Property.

SECTION 2: RECOMMENDATIONS AND CONDITIONS

MANDATORY REFERRAL NO. MR2025003

Staff recommends approval of White Flint Fire Station No. 23, Mandatory Referral No. MR2025003, and the transmittal of the following comments to the Montgomery County Department of General Services:

1. Continue working with County agencies to successfully include the potential affordable senior housing project and Chapman Avenue extended on the Property. The potential affordable housing should not preclude the master-planned Chapman Avenue extension.
2. Reserve the full width of the Chapman Avenue extended right-of-way through the Property.
3. Incorporate additional tree plantings, particularly on the surface parking lot, to increase the site's tree canopy.
4. Construct a ten-foot (10 ft)-wide sidewalk with an eight-foot (8 ft)-wide street buffer along the Josiah Henson Parkway frontage to comply with the 2024 *Complete Streets Design Guide*.
5. Design and construct all driveways so that the sidewalks maintain the grade, slope, and material of the adjacent sidewalks, consistent with the 2024 *Complete Streets Design Guide*.
6. Reduce the width of the northern driveway on Chapman Avenue to a maximum width of seventy feet (70 ft).
7. Reduce the width of the southern driveway on Chapman Avenue to a maximum width of twenty feet (20 ft).
8. Reduce the curb radii of the southern driveway on Chapman Avenue as much as feasible, with a preferred maximum radius of fifteen feet (15 ft).
9. Reduce the width of the driveway on Josiah Henson Parkway to a maximum of twenty-five feet (25 ft).
10. Reduce all drive aisle widths to a maximum width of twenty feet (20 ft) per section 59.6.2.5.G.2. of the Zoning Ordinance.
11. Reconfigure the head-in parking design along the southern drive aisle to use a parallel parking configuration to reduce the amount of overall pavement.
12. Consolidate the access to the police parking area into one drive aisle.
13. Remove the northwestern drive connecting the two areas for the Future Police parking. Sufficient circulation can be accommodated without this.

FOREST CONSERVATION PLAN NO. F20250050

Staff recommends approval of Forest Conservation Plan (FCP) No. F20250050 with the following conditions:

1. The Applicant must schedule the required site inspections by M-NCPPC Forest Conservation Inspection Staff per Section 22A.00.01.10 of the Forest Conservation Regulations.
2. The Applicant must comply with all tree protection and tree save measures shown on the approved Final Forest Conservation Plan. Tree save measures not specified on the Final Forest Conservation Plan may be required by the M-NCPPC Forest Conservation Inspection Staff.
3. The Limits of Disturbance (“LOD”) shown on the Final Sediment and Erosion Control Plan must be consistent with the LOD shown on the approved Final Forest Conservation Plan.
4. Before the start of any demolition, clearing, grading, or construction for this development Application, whichever comes first, the Applicant must record an M-NCPPC approved Certificate of Compliance in an M-NCPPC approved off-site forest bank within the Rock Creek watershed or Priority Area to satisfy the reforestation requirement of 1.67 acres of mitigation credit. If no off-site forest banks exist within the Rock Creek watershed or Priority Area, then the off-site requirement may be met by purchasing 2.01 acres of mitigation credits from a mitigation bank within Montgomery County outside of the watershed or Priority Area, subject to Staff approval. If forest mitigation bank credits are not available for purchase, a fee-in-lieu payment must be made to M-NCPPC for the appropriate mitigation credits outside of the same watershed or Priority Area.

SECTION 3: INTRODUCTION

REVIEW PROCESS

The Applicant submitted Concept Plan No. 520240160 on February 21, 2024, for White Flint Fire Station No. 23. Planning Staff and County Agencies reviewed the Application and provided comments that dealt with frontage improvements, site design, and amount of imperviousness. Planning Staff raised concerns about the future road connection between Chapman Avenue and Rockville Pike, as well as the potential affordable senior housing development.

Mandatory referral review is guided by the Montgomery Planning Mandatory Referral Review Uniform Standards (December 2022), and the authority granted through the Maryland Land Use Article, Section 20-301, et.seq. As set forth in Sections 20-301 and -302, the Montgomery County Planning Board has jurisdiction over mandatory referral projects presented by Montgomery County government, municipal corporation or special taxing district, and Montgomery County Board of Education/Montgomery County Public Schools, for

- (i) acquiring or selling land;
- (ii) locating, constructing or authorizing a road, park, public way or ground, public building or structure, or publicly owned or privately owned public utility; or
- (iii) changing the use of or widening, narrowing, extending, relocating, vacating or abandoning any of the previously mentioned facilities.

The Planning Board, or its Staff pursuant to the adopted Uniform Guidelines, must review such projects and transmit comments on the proposed location, character, grade, and extent of the activity.

Mandatory Referrals are subject to Chapter 22A - Forest Conservation Law, according to Section 22A-11(a)(1). A Forest Conservation Plan (FCP) must be submitted and reviewed in conjunction with a mandatory referral plan. The Applicant has submitted FCP No. F20250050 in coordination with MR2025003. The Planning Board's review of the FCP is regulatory and binding.

SECTION 4: PROJECT DESCRIPTION

BACKGROUND

The Subject Property (“Property”) was acquired from the State of Maryland pursuant to Section 8-309(g) of the Transportation Act. The Property was acquired by the State of Maryland as right-of-way for the relocation of Randolph Road. The Property was offered to the County for the original purchase price plus simple interest under Section 8-309 of the Maryland Code, prior to offering it to the person from whom the land was originally acquired, or the successor in interest of that person. The land must be needed by the County for “transportation use” in order to qualify for this sale. The sales agreement also required that under Section 7-101 of the same article of the Code, this land must be located within a state-designated Transit Oriented Development (TOD) Area. The fire and rescue station are public uses required within that TOD area, qualifying for this type of sale.

The sale was approved by the Maryland Board of Public Works on January 7, 2015, and both the Contract and Deed stipulate that if at any time the Property is no longer used for “public use” it will revert to the ownership of the State.

SURROUNDING NEIGHBORHOOD

The Property (outlined by a dashed red line in Figure 3) is located on the southwest corner of the intersection of Josiah Henson Parkway and Chapman Avenue, near the intersection of Rockville Pike (MD Route 355). The surrounding neighborhood is a mix of commercial, office, industrial, and residential uses. Directly to the southwest are office buildings and to the south are the Forum multi-family residential buildings. The Pike and Rose mixed-use development is across Rockville Pike from the Subject Property and there are primarily industrial uses to the east of the Property.

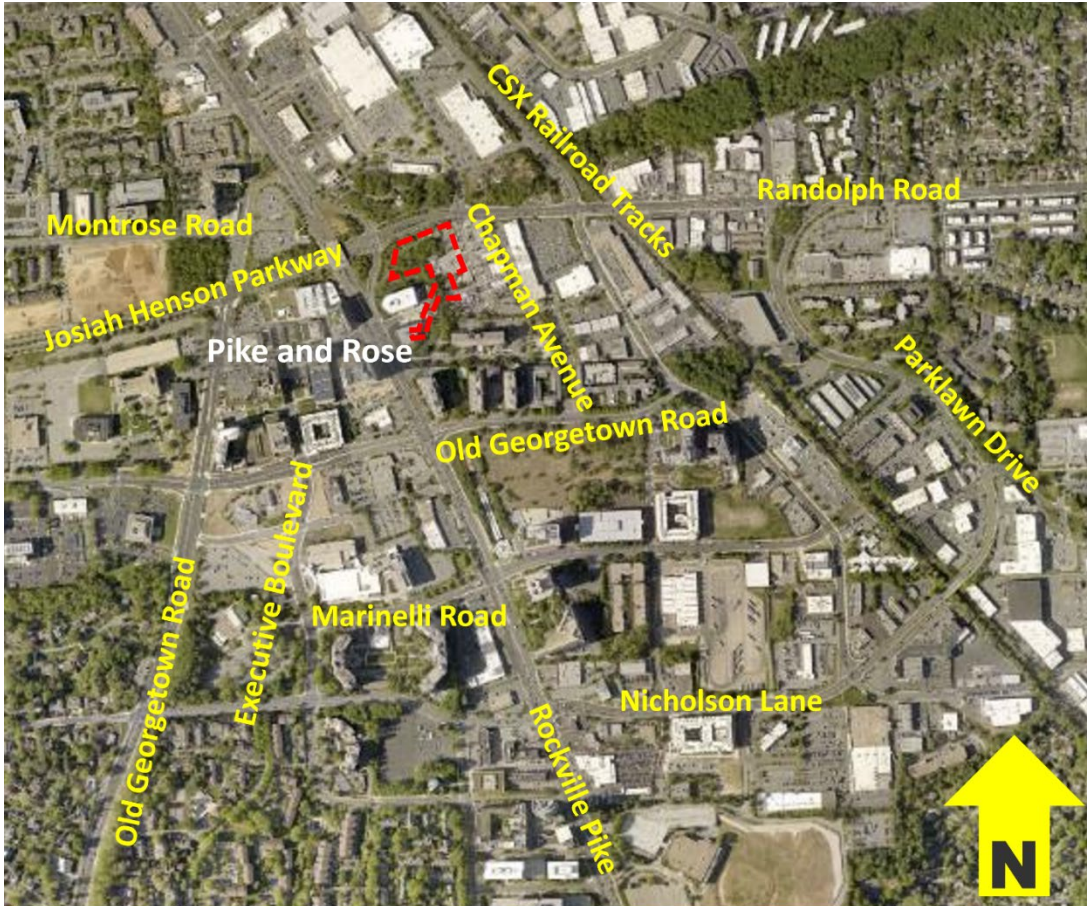


Figure 3: Vicinity Map

SITE DESCRIPTION

The Subject Property (outlined by a dashed red line in Figure 3) is comprised of Parcels 190, 160, 165, 214, and 213 and part of Parcel 190, which has been conveyed to Montgomery County by the State of Maryland. The Property is surrounded by Josiah Henson Parkway to the north, Chapman Avenue to the east, The Forum multi-family residential buildings to the south, Montrose Metro office building and a federal office building to the southwest, and the ramp from northbound Rockville Pike to the west. The Property is primarily vacant, with parcels fronting on Chapman Avenue being used for parking associated with industrial uses.



Figure 4: Subject Property with Parcel Numbers

The Property is bisected by a WMATA tunnel, with associated right-of-way and zone of influence, connecting to the WMATA North Bethesda Metro Station south of the Property. No buildings are permitted within the right of way or zone of influence, though surface parking and circulation are allowed within the area.

The Property is located in the Cabin John Creek and Lower Rock Creek Watersheds, both Use Class I, P streams. The site contains 0.68 acres of forest and no streams, wetlands, or associated buffers.

PROJECT DESCRIPTION

The proposed development is a one-story fire and rescue station and police substation. There are vehicular entrances and connections to both Josiah Henson Parkway and Chapman Avenue, allowing

for fire and rescue vehicles to pull through the apparatus bay in a head-in/ head-out movement. The fire station has five (5) separate apparatus bays and one large parking apron, running the full width of the apparatus bay, in front of and behind the proposed fire station. A vehicle maintenance/ service wing is located directly to the north of the apparatus bay. The fire station and police substation are located within the segment of the building to the south of the apparatus bay. A secure police parking area is located to the west (rear) of the proposed fire station, with storage sheds located adjacent to the parking.

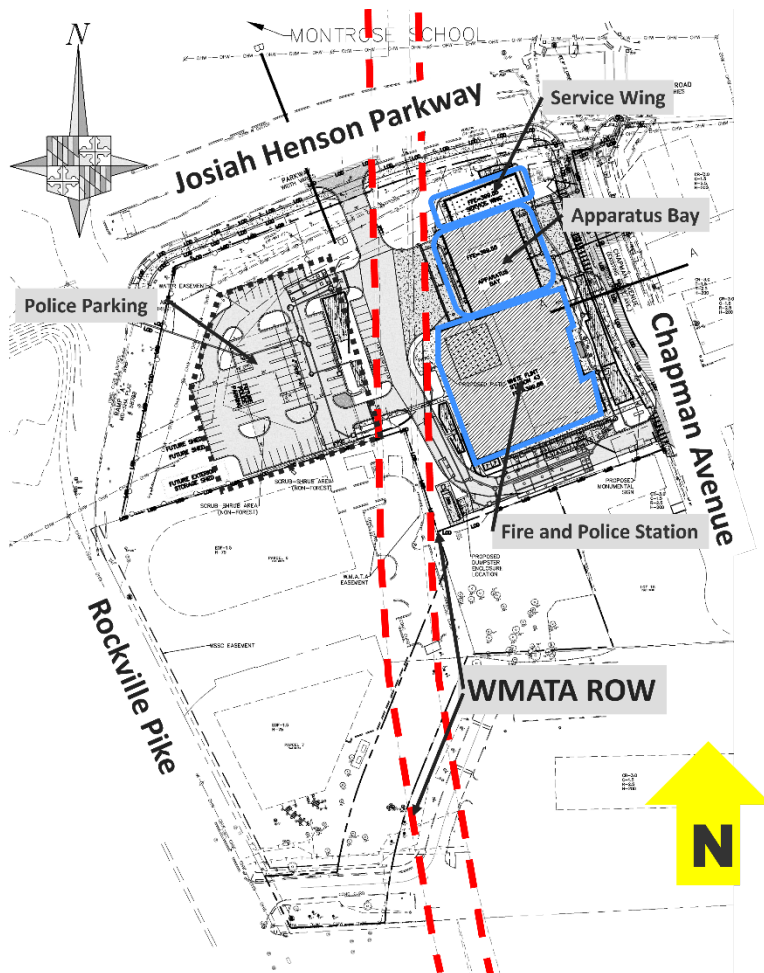


Figure 5: Proposed Fire Station

BUILDING



Figure 6: Site Perspective from the Northeast, as viewed from the corner of Chapman Avenue and Josiah Henson Parkway

The proposed fire station has a modern, industrial design, with strong horizontal lines. The service bay, apparatus bay, and police and fire station are articulated to present a varying building façade, increasing the interest at the pedestrian level. The pediment contrasts with the base of the building, anchoring the building in place.



Figure 7: Site Perspective from the Northwest, as viewed from Chapman Avenue

TRANSPORTATION

The Subject Property proposes two vehicular access points on Chapman Avenue and one on Josiah Henson Parkway. Chapman Avenue is a two-lane Downtown Street with a planned 70-foot-wide right-of-way (ROW). Josiah Henson Parkway is a four-lane Downtown Boulevard with a planned 300-foot-wide ROW.

The southern Chapman Avenue driveway is proposed as a full movement access point, while the northern Chapman Avenue driveway is limited to fire truck egress. The Josiah Henson Parkway driveway is proposed to be restricted to right-in/right-out movements and will also be used for fire truck circulation as well as other vehicles.

Vehicular circulation within the Site will be provided via a drive aisle, which provides access to 12 surface parking stalls located at the southern end of the building and 29 surface parking stalls located on the west side of building. An expansion of the west parking lot is anticipated to provide an additional 65 parking stalls in the future.

Pedestrian access to the Site will be provided through improved frontages on both Chapman Avenue and Josiah Henson Parkway.

A six-foot-wide sidewalk is provided around the east, west, and south side of the building to support pedestrian circulation around the building and to the southern surface parking lot. A single five-foot-wide sidewalk provides pedestrian access to the west surface parking lot.

The site is not served by transit, although it is located just a few blocks north of the North Bethesda Metrorail Station and a block away from bus service on Rockville Pike (MD 355). The nearest bus stop is approximately 300 feet away from the Property on Rockville Pike (MD 355).

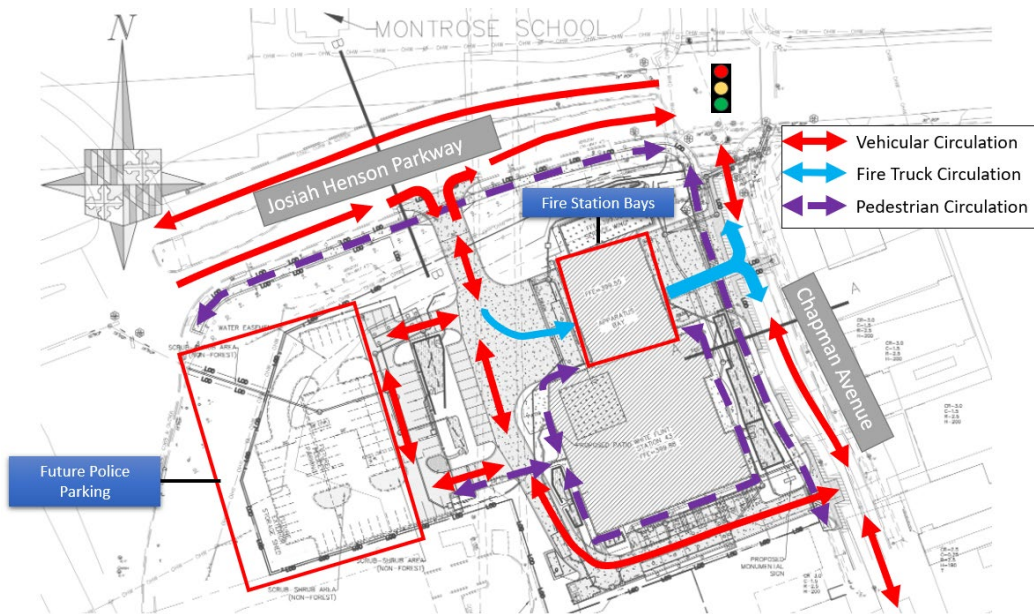


Figure 8: Vehicular and Nonmotorized Circulation

ENVIRONMENT AND SUSTAINABILITY

The Subject Property has 0.68 acres of forest on it and the proposed development will require the clearing of 0.41 acres of forest. While the remaining 0.27 acres of forest will not be removed, it is not being protected due to the future affordable senior housing development and Chapman Avenue extension planned for the future. No forest planting is proposed on the Property, but canopy coverage is being provided over the police parking lot.

The proposed fire station also has a number of sustainability features to meet the requirements of the International Green Construction Code (IgCC) and to work towards being a Net-Zero facility. For example, solar panels are incorporated into the roof of the fire station. Solar canopy also provides shade and energy over the secure police parking lot. Additionally, electronic vehicle (EV) charging spaces will be provided for staff and visitors. The proposed fire station and police parking area are being built to incorporate EV chargers for fire and rescue vehicles and police vehicles, to accommodate future fleet conversion.

SECTION 5: MANDATORY REFERRAL ANALYSIS

Mandatory Referral review is guided by the Montgomery Planning Mandatory Referral Review Uniform Standards (December 2022), and the authority granted through the Maryland Land Use Article, Section 20-301, et. seq. As set forth in Sections 20-301 and -302, the Montgomery County Planning

Board has jurisdiction over mandatory referral projects presented by Montgomery County government, municipal corporation or special taxing district, and Montgomery County Board of Education/Montgomery County Public Schools, for (i) acquiring or selling land; (ii) locating, constructing or authorizing a road, park, public way or ground, public building or structure, or publicly owned or privately owned public utility; or (iii) changing the use of or widening, narrowing, extending, relocating, vacating or abandoning any of the previously mentioned facilities. The Planning Board, or its Staff pursuant to the adopted Uniform Standards, must review such projects and transmit comments on the proposed location, character, grade and extent of the activity.

As described in the Uniform Standards, the Planning Board, or its Staff, considers all relevant land use and planning aspects of the proposal including, but not limited to, the following:

1. *whether the proposal is consistent with the County’s General Plan, functional plans such as the master plan of highways, environmental guidelines, the approved and adopted area master plan or sector plan, and other public plans, guidance documents, or programs for the area;*

The Subject Property’s proposed use as a fire and police station is consistent with the vision for the Property in the 2010 *White Flint Sector Plan* (Sector Plan), as identified on page 38. However, changes to the plan are recommended, per the guidance outlined in the 2010 *White Flint Sector Plan*, *Thrive Montgomery 2050* (General Plan), Montgomery County’s *Pedestrian Master Plan*, and Montgomery County’s Climate Action Plans.

The proposed White Flint Fire Station 23 falls specifically within the Maple Avenue District of the Sector Plan (p. 38). The Sector Plan vision “establishes policies for transforming an auto-oriented suburban development pattern into an urban center of residences and businesses where people walk to work, shops, and transit.” It also envisions that “White Flint will become a vibrant and sustainable urban center that can adapt and respond to existing and future challenges.” (page 6). This vision is well underway in the Sector Plan area and directly adjacent to the Subject Property: Pike & Rose, East Village at North Bethesda Gateway (Harwood Flats), and North Bethesda Market I & II are all examples of urbanized, mixed-use projects within half a mile of the site that have contributed to the more urban and pedestrian scale envisioned for the area.

The Property is also proximate to other public projects, including the Pepco White Flint Substation, which was intentionally designed to signify a more urban, residential character by emphasizing the verticality of the façade rather than the horizontal, rural warehouse proportions of an industrial building. Importantly, the Site is close to public transit, just 0.35 miles north of the North Bethesda Metro Station and future 13.9-acre development site, which WMATA envisions as a walkable, mixed-use, live-work-learn-play transit-oriented development. As such, it is imperative that the proposed White Flint Fire Station 23 supports the pedestrianized, urban transformation envisioned for the White Flint area and the

significant public investment to date. As currently proposed, the development reinforces the suburbanized, auto-oriented design pattern that this area is trying to move away from.

Additionally, the Sector Plan “seeks to unify White Flint around an urban core where active public spaces, streets, public parks, and plazas organize the built environment and give it character and style” (p. 16). Further, it states, “The success of White Flint as an urban center requires attention to the pedestrian experience...All the streets will be pedestrian-oriented and walkable” (p. 16). This is not being achieved in the current design iteration, with sidewalks narrower than the proposed width and driveway aprons larger than recommended.

One of the major Sector Plan goals for the area around the property is the extension of Chapman Avenue to connect to Rockville Pike as well as affordable housing on or around the site, pending the street connection. As currently proposed, it is unclear whether the fire and police station’s location on the property will allow for the extension of Chapman and the provision of affordable housing on the parcel directly south of the proposed fire and police station.

Further, *Thrive Montgomery 2050*, the County’s General Plan (“Thrive”, “General Plan”), identifies compact development patterns as a key goal. Page 35 states:

“Almost all high-quality studies comparing the infrastructure and service costs of spread-out development to those of compact communities have shown that compact urbanism reduces cost burdens on the public sector. For example, a study comparing infrastructure expenditures of 238 counties over a 10-year period found that counties with compact growth patterns spent less than densely developed counties...including roads, trash collection, police, fire, parks and recreation, education, and libraries. In addition to lowering costs, compact development also tends to increase municipal revenues, strengthening the case for focusing growth in nodes and along corridors.”

Thus, there is a financial incentive for the proposed White Flint Fire and Police station to focus on creating a more compact building footprint.

The proposed project could also more effectively meet Thrive’s goals by clarifying how affordable housing will be provided directly south of the fire station. Page 88 of the General Plan makes a recommendation to encourage co-location and adjacency of all essential and public services, especially along growth corridors and in Complete Communities. The *White Flint Sector Plan* area is identified as a key growth corridor for the county, and as such a fire and police station co-located near affordable housing is very important. It is unclear how the currently proposed development will affect the future planned Victory Housing affordable housing development directly south of the site. The provision of affordable housing in this location should be a high priority for the development.

Additionally, the proposed plan should be consistent with Montgomery County's *Pedestrian Master Plan*. Page 71 states, "Require all new public buildings, as well as major renovations, to design and construct bikeways and walkways along their frontage as recommended in master plans and the CSDG [Complete Streets Design Guide], as well as to dedicate right-of-way where required." The project should be adjusted to meet the sidewalk and buffer widths recommended in the *Complete Streets Design Guide*.

2. whether the proposal is consistent with the intent and the requirements of the zone in which it is located;

The Subject Property is located in the CR-3.0, C-2.5, R-1.5, H-200 Zone. Fire and rescue stations are permitted uses in the zone. The proposed station is consistent with the development standards of the zone.

3. whether the nature of the proposed site and development, including but not limited to its size, shape, scale, height, arrangement, design of structure(s), massing, setback(s), site layout, and location(s) of parking is compatible with the surrounding neighborhood and properties;

The surrounding neighborhood is comprised of a mix of uses, with industrial, commercial, office, and multi-family housing developments in the area. The proposed fire station is a single story in height, which is shorter than most of the surrounding development. The design of the building is modern and industrial, which helps to blend the project into the surrounding area. The proposed fire station faces onto Chapman Avenue, creating a solid but articulated street frontage. The police substation parking area is located at the rear of the station, set back and visually buffered with vegetation from Josiah Henson Parkway. This helps create a compatible development with the surrounding community.

4. whether the locations of buildings and structures, open spaces, landscaping, recreation facilities, and pedestrian and vehicular circulation systems are adequate, safe, and efficient;

The Subject Property currently has four driveway access points on Chapman Avenue. As proposed, the vehicular access will be modified to remove these driveways and instead have two vehicular access points on Chapman Avenue and one on Josiah Henson Parkway. The southern Chapman Avenue driveway will be a full movement access point. Per Section 59.6.1.4 of the Zoning Ordinance the minimum width for a two-way driveway in a CR zone is twenty feet (20 ft) wide. The project proposes a driveway width of twenty-four feet (24 ft), which results in a longer crossing area for pedestrians and is contrary to the urban form envisioned in the *White Flint Sector Plan*, *White Flint Urban Design Guidelines*, *Advancing the Pike District Streetscape Guidelines*, and the *Pedestrian Master Plan*. As conditioned, the driveway width should be reduced as much as feasible with a preferred maximum curb radii of fifteen feet (15

ft). This reduction in width will improve pedestrian safety while still allowing for adequate and efficient vehicular access to the site.

The second driveway access on Chapman Avenue is located further to the north and will only serve as an egress point for fire trucks. As proposed, the width of this driveway is approximately ninety-three feet (93 ft) wide. While it is expected that a larger width is needed to accommodate fire vehicles, this width is excessive and will have a detrimental impact on pedestrian and traffic safety. As proposed, this wide apron is intended to allow unencumbered access to Chapman Avenue for all five apparatus bays but creates an unfriendly environment for pedestrians. Not only does the width create a long crossing distance across the driveway, but it also creates a substandard streetscape that lacks vegetation and tree canopy, further deteriorating the pedestrian environment envisioned in the *White Flint Sector Plan*, *White Flint Urban Design Guidelines*, *Advancing the Pike District Streetscape Guidelines*. A reduced apron width of seventy feet (70 ft) could still allow two or three vehicles unfettered access to Chapman Avenue, with only minor turning maneuvers needed to accommodate fire truck circulation from the other two or three bays. This minor reduction in apron width would have an immense positive impact on the pedestrian streetscape.

The Josiah Henson Parkway driveway will be restricted to right-in/ right-out movements and will also be used for fire truck circulation, as well as police and passenger car circulation. While this driveway is also wider than the minimum allowed, it will serve as a primary fire truck access point to the site and therefore the width is reasonable and appropriate.

LOCAL AREA TRANSPORTATION REVIEW

A Transportation Exemption Statement, dated March 13, 2024, was submitted pursuant to the Local Area Transportation Review (LATR) Guidelines. An LATR Transportation Study is a requirement for any projects that generate more than fifty (50)-peak hour person trips. The Exemption Statement demonstrated that the only two (2) peak hour person trips and nine (9) peak hour person trips will be generated by the White Flint Fire Station and associated police substation. This is largely due to shift changes occurring outside the peak hours for the fire station and the anticipated small number of staff assigned to the police substation of five (5) to seven (7) officers per shift. This trip generation number is well below the threshold of fifty (50) peak hour person trips for a full transportation impact study.

Furthermore, the project is located in the White Flint Policy Area. LATR compliance is not required in areas covered by the White Flint Special Taxing District. Therefore, the LATR is satisfied.

PEDESTRIAN AND BICYCLE FACILITIES

Chapman Avenue has an existing five-foot-wide (5 ft) sidewalk on both sides of the road which is buffered by a five-foot-wide (5 ft) landscaped street buffer that is interrupted by the four existing curb cuts.

As proposed, this frontage will be modified to include an eight-foot-wide (8 ft) sidewalk with a seven-foot-wide (7 ft) street buffer. The proposed frontage improvements are consistent with the minimum widths identified in the *Complete Streets Design Guidelines*.

Josiah Henson Parkway has an existing sidewalk that is approximately six feet wide (6 ft) with an approximately nine foot-wide (9 ft) landscaped street buffer along the Subject Property frontage. As a Downtown Boulevard, Josiah Henson Parkway should have a minimum ten foot-wide (10 ft) sidewalk with a minimum eight foot-wide (8 ft) street buffer per the Complete Streets Guidelines. As the project proposes only a seven and a half foot-wide (7.5 ft) sidewalk, the plans should be modified to allow a ten-foot-wide (10 ft) sidewalk to meet the *Complete Street Design Guide* minimum sidewalk width and provide a safe and comfortable pedestrian experience along the site frontage.

PUBLIC TRANSIT SERVICE

There is no existing public transit service directly adjacent to the Subject Property. However, it is located just a few blocks north of the North Bethesda Metrorail Station, served by the Red Line, and a block east from Rockville Pike (MD 355) which is served by the Ride On routes 42 and 46.

PARKING

Parking will be accessed via an internal driveway network. There will be twelve (12) surface parking stalls located at the southern end of the building and twenty-nine (29) surface parking stalls located on the west side of the building. An expansion of the west parking lot is anticipated to provide an additional sixty-five (65) surface parking stalls in the future to support the police substation. It is unclear why the additional surface parking is needed given that, as stated by the Applicant, the police substation will only have five (5) to seven (7) officers assigned per shift. Therefore, the number of future parking stalls on the site should be reduced.

- 5. whether the proposal has an approved NRI/FSD and a preliminary SWM Concept Plan, and meets the requirements of the Forest Conservation Law (Chapter 22A of the County Code). Forest Conservation Plan, if applicable, must be approved by the Planning Board, either before or at the time of the Board's mandatory referral review and action on the project. Unlike the mandatory referral review by the***

Board, the conditions of the Forest Conservation Plan are binding on all county projects and require a Resolution of Approval.

ENVIRONMENTAL GUIDELINES

NRI/FSD No. 420251380 was approved on February 24, 2025. The Property is located in the Cabin John Creek and Lower Rock Creek Watersheds, both Use Class I,P streams. The Property contains 0.68 acres of forest and no streams, wetlands, or associated buffers. The proposed development meets the Environmental Guidelines as it proposes no development that impacts any environmental resources beyond forest clearing.

FOREST CONSERVATION

Forest Conservation Plan No. F20250050 was submitted in support of this mandatory referral and meets the requirements of Chapter 22A. The technical review and associated findings can be found in Section 6.

STORMWATER MANAGEMENT

A stormwater management plan was approved on October 8, 2024. The plan proposes to meet required stormwater management goals by the use of environmental site design and structural devices.

SUSTAINABILITY

The proposed development will meet the requirements of the International Green Construction Code (IgCC) and to work towards being a Net-Zero facility. Solar panels are incorporated into the roof of the fire station and solar canopies provide shade and energy over the secure police parking lot. EV charging spaces will be provided for staff and visitors. The proposed fire station and police parking area are also being built to incorporate EV chargers for fire and rescue vehicles and police vehicles, to accommodate future fleet conversion.

- 6. whether a Preliminary or a Final Water Quality Plan has been reviewed by the Planning Board if the project is located in a Special Protection Area. In addition, for a Water Quality Plan for a project on public property, the Board must determine if the plan meets any additional applicable standards for Special Protection areas, including the standards of Article V. WATER QUALITY REVIEW IN SPECIAL PROTECTION AREAS, of the County Code (pursuant to Section 19-65(d)(4));***

The Subject Property is not located in a Special Protection Area.

- 7. whether or not the site would be needed for park use if the proposal is for disposition of a surplus school or other publicly-owned property.***

The proposal is not for the disposition of a surplus school or other publicly-owned property.

- 8. *whether alternatives or mitigation measures have been considered for the project if the proposal is inconsistent with the General Plan or other plans and policies for the area, or has discernible negative impacts on the surrounding neighborhood, the transportation network, the environment, historic resources (including burial sites) or other resources.***

The proposed project is consistent with the General Plan and the 2010 *White Flint Sector Plan*. The proposed fire station will have no negative impacts on the surrounding neighborhood, transportation network or environmental resources.

SECTION 6: FOREST CONSERVATION PLAN ANALYSIS

Forest Conservation Plan No. F20250050 has been submitted with Mandatory Referral No. MR2025003.

The Subject Property is zoned CR-3.0 C-2.5 R-1.5 H-200 and is classified as an Institutional Development Area (IDA) as defined in Section 22A-3 of Chapter 22A of the Montgomery County Forest Conservation Law (FCL) and specified in the Trees Technical Manual. This results in an afforestation requirement of 20% of the net tract area and a conservation threshold of 25%. The Net Tract Area is 5.41 acres. The Subject Property has 0.68 acres of forest on it and the proposed development will require the clearing of 0.41 acres of forest. While the remaining 0.27 acres of forest will not be removed, it is not being protected, and therefore being counted as cleared, due to the future affordable senior housing development and planned Chapman Avenue extension. The forest mitigation requirement is for 1.76 acres of reforestation and afforestation within the watershed or Priority Area, or 2.10 acres of reforestation and afforestation outside the watershed or Priority Area.

As conditioned, the Applicant will fulfill their forest conservation mitigation via the purchase of forest mitigation bank credits, if available. Otherwise, the requirement will be met via payment of a fee-in-lieu to the Forest Conservation Fund.

SECTION 7: COMMUNITY OUTREACH

After staff accepted the Mandatory Referral for review, the Applicant notified local civic and homeowners' associations and other interested parties of this proposal. As of the date of this report, no comments or requests for information have been received.

SECTION 8: CONCLUSION

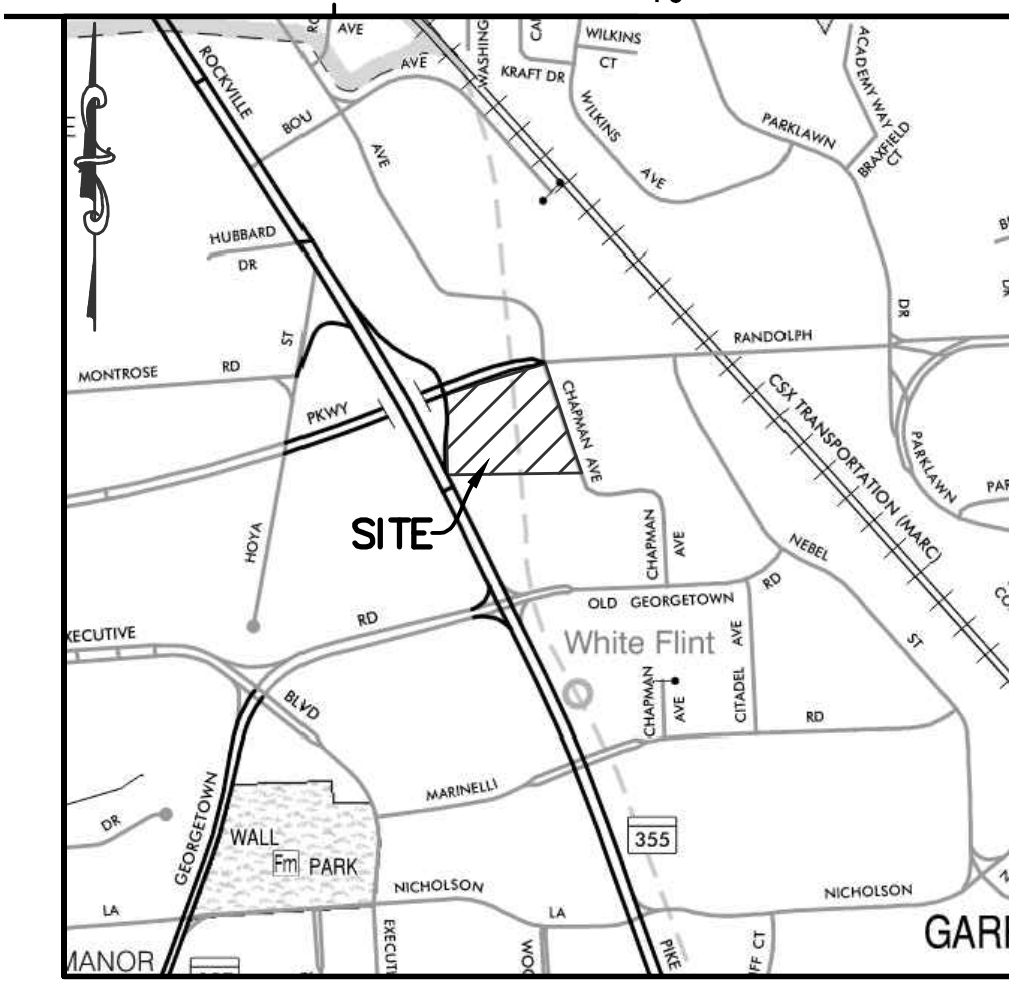
Staff recommends approval of Mandatory Referral No. MR2025003 and the transmittal of comments to the Montgomery County Department of General Services. Staff recommends approval with conditions of Forest Conservation Plan No. F20250050.

ATTACHMENTS

Attachment A: Mandatory Referral Plan

Attachment B: Final Forest Conservation Plan

Attachment A



VICINITY MAP
 SCALE: 1" = 1,000'
 (WSSC GRID: 215 NW 06)
 MONTGOMERY COUNTY
 ADC MAP PAGE: 5285
 GRID: B-2
 (2012 EDITION)

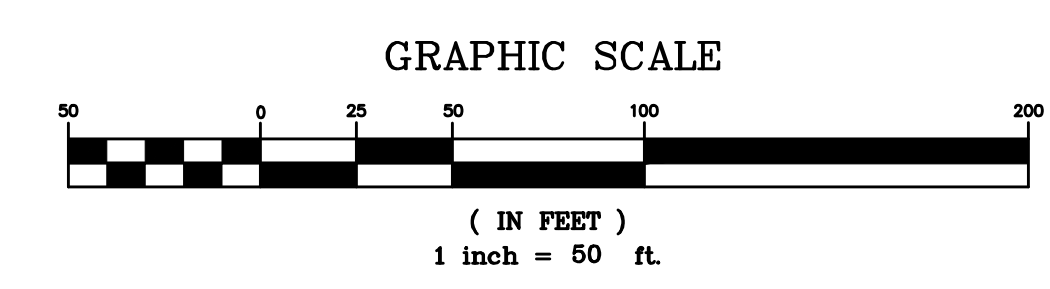
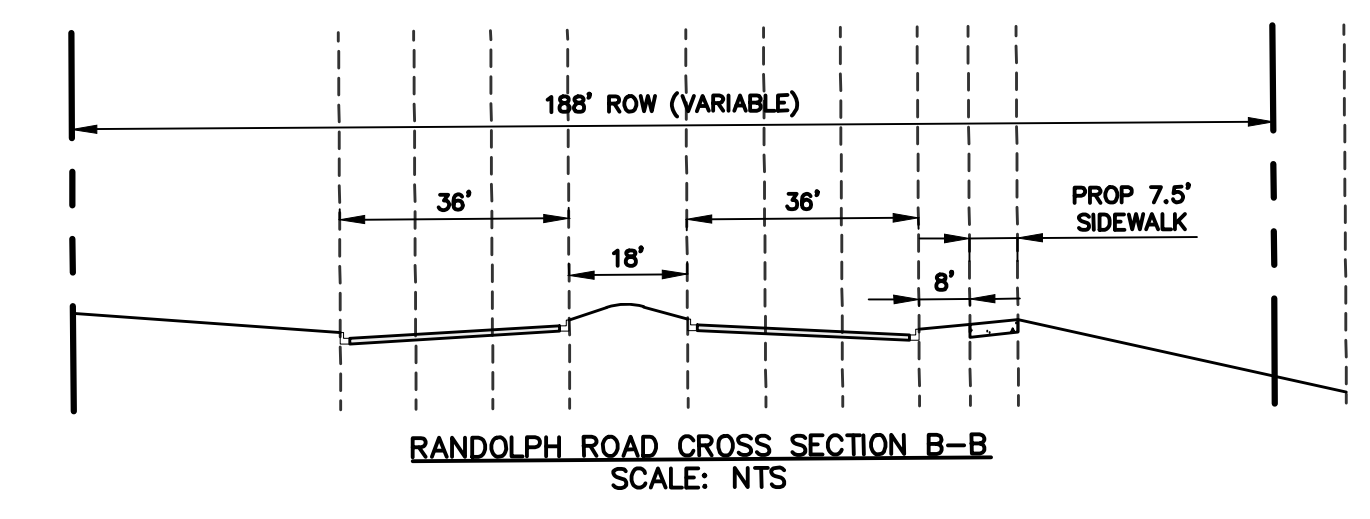
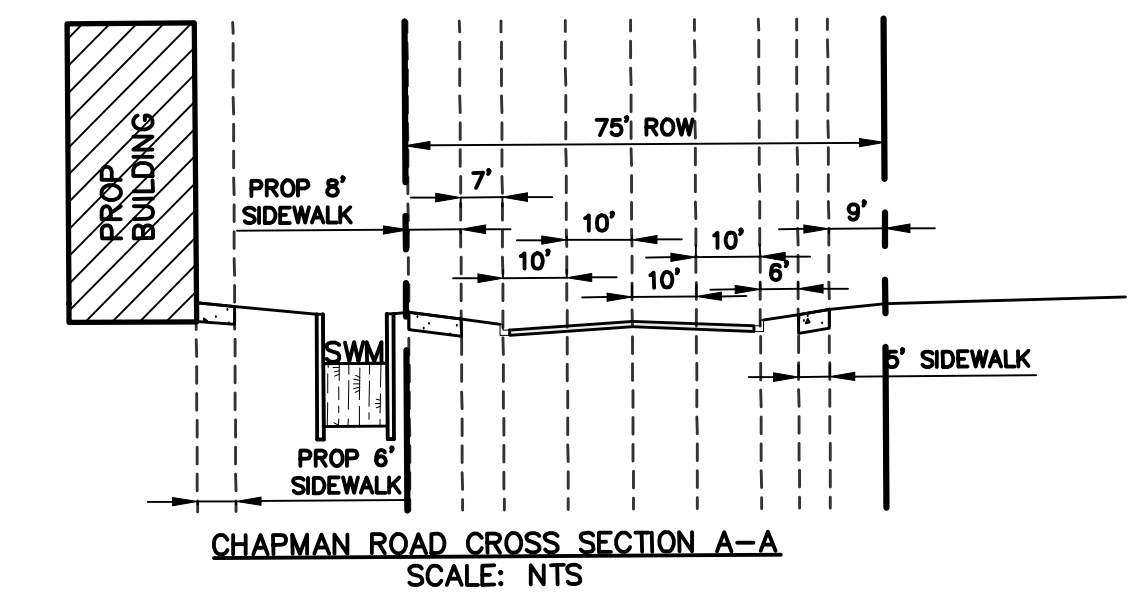
LEGEND

- WMATA RIGHT OF WAY
- CENTERLINE OF TRACK
- ZONE OF INFLUENCE AT PROPOSED GRADE
- EASEMENT (TYP.)
- ELECTRIC LINE
- GAS CONDUIT
- OVERHEAD WIRE
- SANITARY SEWER
- STORM DRAIN
- WATERLINE
- TELEPHONE LINE
- CONC. C&G LINE
- EDGE OF PAVEMENT
- CHAIN LINK FENCE
- WOOD FENCE
- UTILITY EASEMENT
- UTILITY POLE
- LIGHT POLE
- GUY WIRE
- JUNCTION BOX
- FIRE HYDRANT
- WATER VALVE
- SEWER MANHOLE
- STORM DRAIN MANHOLE
- STORM DRAIN INLET
- GAS VALVE/METER
- BOLLARD
- SIGN
- REGULAR DUTY ASPHALT
- HEAVY DUTY CONCRETE
- BUILDING

PROPOSED PARKING TABULATION

STANDARD SPACES (9'x18')	35
ACCESSIBLE SPACES (8'x20')	4
VAN ACCESSIBLE SPACES (8'x20')	2
FUTURE STANDARD SPACES (9'x18')	65
TOTAL PROPOSED	106
TOTAL PROPOSED (FUTURE)	106

BUILDING COVERAGE
 SITE AREA = 194,262 SF
 LIMITS OF DISTURBANCE = 165,059 SF
 PROPOSED BUILDING = 34,090 SF
 PROPOSED HEIGHT = 31' - 4"
 PROPOSED BUILDING COVERAGE = 17.55 %



MONTGOMERY COUNTY MARYLAND
 DEPARTMENT OF GENERAL SERVICES
 OFFICE OF PLANNING & DEVELOPMENT
 101 MONROE STREET
 ROCKVILLE, MARYLAND 20850

PROJECT:
 WHITE FLINT FIRE STATION 23
 11920 CHAPMAN AVENUE
 MONTGOMERY COUNTY
 ROCKVILLE, MARYLAND

ARCHITECT:
G+P
GRIMM AND PARKER
 11720 BELTSVILLE DRIVE, SUITE 600
 CALVERTON, MARYLAND 20705
 T: 301-595-1000 F: 301-595-0089
 www.grimmandparker.com

CONSULTANT:
ADTEK
 CIVIL, STRUCTURAL, SPECIALTY ENGINEERING
 150 South East Street, Suite 201
 Frederick, Maryland 21701
 Phone: 301-462-4408
 www.adtekengineers.com

PROFESSIONAL CERTIFICATION
 I CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
 LICENSE NUMBER: 26524
 EXPIRATION DATE: 19 JULY 2025



OWNER/APPLICANT
 MONTGOMERY COUNTY, MARYLAND
 ATTENTION: GOLNAR ERSHAD, AIA ASSOC.
 101 MONROE STREET, 11TH FLOOR
 ROCKVILLE, MD 20850
 (240) 777-6061
 Golnar.Ershad@montgomerycountymd.gov

NO.	DATE	ISSUE DESCRIPTION

PROJECT NO: GP #21664

LIBERS: 49761, 47816, 43594, 48434
EOLIOS: 0337, 0431, 0007, 0024
PARCELS: 190, 160, 165, 213, 214
TAX MAP: 65 GRID: 0062
ACCOUNT NO.: 02044562, 03748274,
 01994708, 00047575, 00047564, 00048125
ELECTION DISTRICT: 04
WSSC GRID: 215NW05/215NW06
WATER & SEWER CATEGORY: W-1, S-1

MR2025003

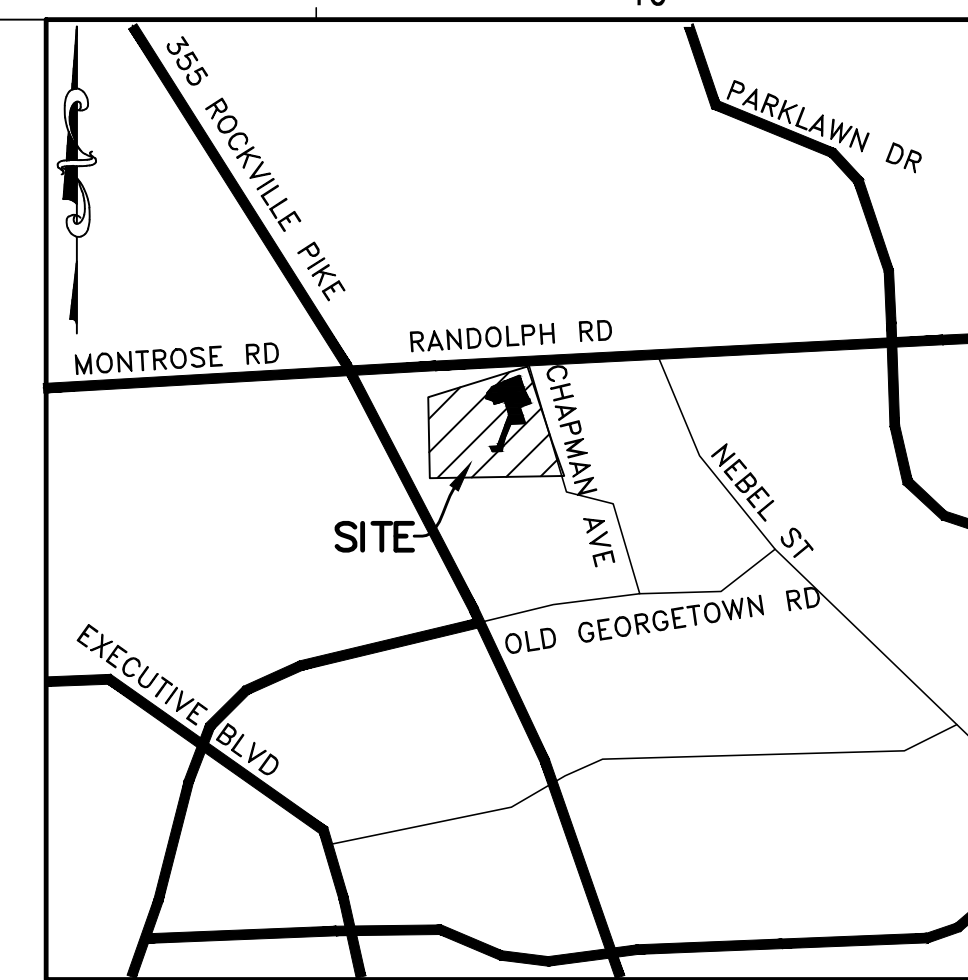
SHEET TITLE:

PLAN DRAWING

SHEET NUMBER:

C009

Attachment B



VICINITY MAP
SCALE: 1" = 1,000'
(WSSC GRID: 215 NW 06)
MONTGOMERY COUNTY
ADC MAP PAGE: 5285
GRID: 5-2
(2012 EDITION)



MONTGOMERY COUNTY MARYLAND
DEPARTMENT OF GENERAL SERVICES
OFFICE OF PLANNING & DEVELOPMENT
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Frederick, Maryland 21701
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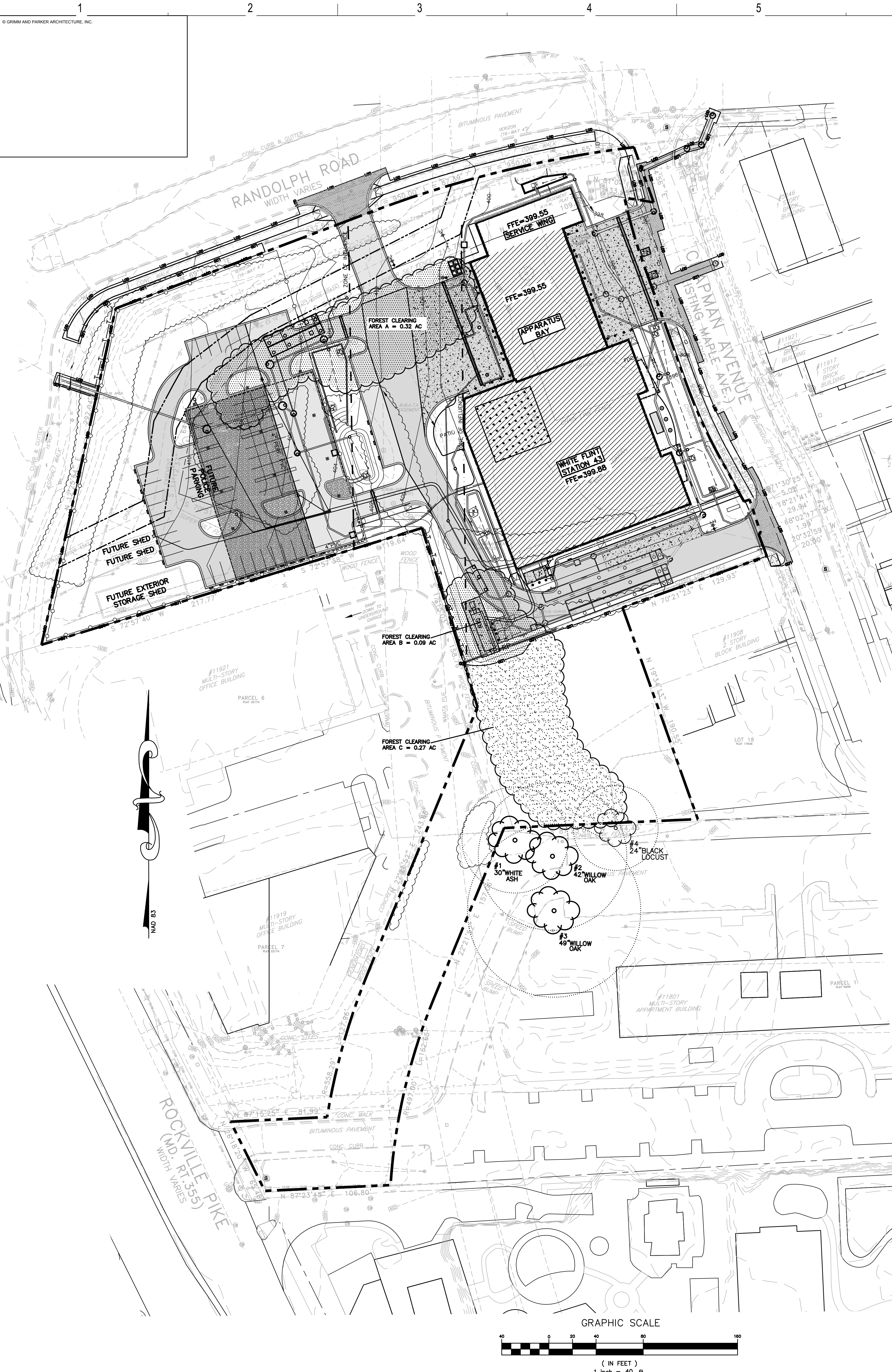
PROJECT NO: GP #21664

LIBERS: 49761, 47816, 43594, 48434
FOLIOS: 0337, 0431, 0007, 0024
PARCELS: 190, 160, 165, 213, 214
TAX MAP: 65 GRID: 062
ACCOUNT NO.: 02044562, 03748274,
01994708, 00047575, 00047564, 00048125
ELECTION DISTRICT: 04
WSSC GRID: 215NW05/215NW06
WATER & SEWER CATEGORY: W-1, S-1

95% CD SET
2025/02/17

SHEET TITLE:
FINAL FOREST CONSERVATION PLAN
#F20250050

SHEET NUMBER:
L101



GENERAL NOTES

- THIS PROPERTY IS ZONED CR-3.0 C-2.5 R-1.5 H-200.
- THE TOTAL TRACT AREA IS 5.01 ACRES WITH AN ADDITIONAL 0.40 AC. OF LOD.
- PROPERTY TAX ACCOUNT NUMBER(S) ASSOCIATED WITH THE PLANS ARE 03748274, 00048125, 00047564, 00047575, and 01994708.
- PROPERTY OWNER FOR ALL FIVE PARCELS IS MONTGOMERY COUNTY MD, 101 MONROE STREET, ROCKVILLE, MARYLAND 20850
- THIS SITE LIES WITHIN THE CABIN JOHN CREEK & LOWER ROCK CREEK WATERSHED, MARYLAND USE CLASS I-P.
- THIS PROPERTY IS NOT WITHIN A SPECIAL PROTECTION AREA OR PRIMARY MANAGEMENT AREA.
- THE FEMA FLOOD MAP COMMUNITY-PANEL # 24031C 0361D INDICATES THAT THERE ARE NO 100-YEAR FLOODPLAINS ON THE PROPERTY.
- NO WETLANDS WERE FOUND DURING FIELD OBSERVATIONS, NOR DOES MCATLAS.ORG INDICATE THE PRESENCE OF ANY WETLANDS.
- NO RARE, THREATENED OR ENDANGERED SPECIES WERE OBSERVED ON OR OFFSITE AT THE TIME OF THE FIELD INVESTIGATION. THE MARYLAND DNR HAS BEEN NOTIFIED OF THE PROJECT AREA AND DESCRIPTION. COPIES OF THE CORRESPONDENCE WILL BE PROVIDED WHEN RECEIVED.
- THE SUBJECT PROPERTY IS NOT LISTED AS INDIVIDUAL HISTORIC SITES AS FOUND IN THE MNCPPC HISTORIC PROPERTIES INTERACTIVE MAP.
- 2' TOPOGRAPHY DERIVED FROM ADTEK ENGINEERS, INC.
- NO TREES OCCUR WITHIN THE STUDY AREA WHICH ARE RECOGNIZED AS CURRENT STATE CHAMPION TREES.
- ALL TREES 24" AND GREATER ON THE PROPERTY ARE SURVEY LOCATED AND MEASURED WITH A FORESTERS DIAMETER TAPE MEASURE.
- ALL TREES 24" AND GREATER OFFSITE ARE LOCATED AND MEASURED BY OCCULAR ESTIMATE ONLY. ALL MANMADE STRUCTURES OFFSITE ARE LOCATED BY AVAILABLE AERIAL PHOTOGRAPHS AND/OR OCCULAR ESTIMATE.
- SITE FIELD WORK WAS PERFORMED ON JANUARY 2024 BY MICHAEL NORTON, NORTON LAND DESIGN LLC.
- NO CLEARING IS TO TAKE PLACE OUTSIDE THE LIMITS OF DISTURBANCE
- A COPY OF THE APPROVED FOREST CONSERVATION PLAN MUST BE MAINTAINED ONSITE THROUGHOUT CONSTRUCTION.

LEGEND

- #3 24" BOXELDER
- #2 31" YELLOW POPLAR
- 16D BRINKLOW
- 2UB GLENELG
- PROPERTY BOUNDARY
- ADJ. PROPERTY BOUNDARY
- FOREST TREELINE
- EXISTING SCRUB-SHRUB AREA
- EX. CONTOUR
- EASEMENT
- LIMITS OF DISTURBANCE
- TREE PROTECTION FENCE (TEMPORARY)
- COMBINED ROOT PRUNE/TREE PROTECTION FENCE (TEMPORARY)
- FOREST CLEAR AREA
- FOREST CLEAR AREA FOR WORKSHEET PURPOSES ONLY

Tree #	Species (Scientific Name)	Species (Common Name)	D.B.H (inches)	Tree Condition	C.R.Z. (Sq. Ft.)	C.R.Z. Impacts (Sq. Ft.)	C.R.Z. Impact %	Comments	Disposition
1	FRAXINUS AMERICANA	WHITE ASH	30	GOOD	6362	0	0%	OFFSITE SPLIT @ 8'	SAVE
2	QUERCUS PHELLOS	WILLOW OAK	39	GOOD	10751	0	0%	OFFSITE	SAVE
3	QUERCUS PHELLOS	WILLOW OAK	49	GOOD	16972	0	0%	OFFSITE - EXTENSIVE SURFACE ROOT	SAVE
4	ROBINIA PSEUDOACACIA	BLACK LOCUST	24	POOR	4072	0	0%	OFFSITE - POSSIBLY DEAD, SEVERE LIMB DAMAGE, SPARSE CANOPY	SAVE

BOLD TYPE DENOTES SPECIMEN TREE
Tree condition rating as follows:
Condition Percentage of Crown Dieback
Good (G) Less than 10
Fair (F) 11 to 20
Poor (P) More than 20
Along with Evidence of disease, Conks (rotten wood or hollow) and insect infestation including woodpecker activity

List of Abbreviation
BB = Broken Branches
BD = Basal Damage
BL = Broken Leader
C = Crooked
DB = Dead Branches
ER = Exposed Roots
HL = Hollow / Hole
HV = Heavy Vine
L = Leaning
S = Suckers
Snag = standing, dead or dying tree
SUC = Severe Undercut
UC = Under Cut
TWD = Trunk Wounds and Decay
CAN = Canopy
INCT = Insects Damage
LIC = Lichen
CAV = Cavern or Hollowing
OS = Tree out of Study Area

SOIL TABLE

SOILS	ERODIBLE	HYDRIC	CONTAINS 15-25% SLOPES	CONTAINS > 25% SLOPES	CAPABILITY SUBCLASS SYMBOL	PRIME AGRICULTURAL SOIL
67UB URBAN LAND-WHEATON COMPLEX 0-8% SLOPES	NO	NO	NO	N/A	Ile	NO
400 URBAN LAND 0-8% SLOPES	NO	NO	NO	N/A	Ile	NO

DEVELOPER'S CERTIFICATE

The Undersigned agrees to execute all the features of the Approved Final Forest Conservation Plan No. F20250050 including, financial bonding, forest planting, maintenance, and all other applicable agreements.

Developer's Name: MONTGOMERY COUNTY, MD
Printed Company Name: _____
Contact Person or Owner: GOLNAR ERSHAD, AIA ASSOC.
Printed Name: _____
Address: 101 MONROE STREET, 11TH FLOOR, ROCKVILLE, MD, 20850
Phone and Email: P: 240.777.6061 G: GOLNAR.ERSHAD@MONTGOMERYCOUNTYMD.GOV
Signature: _____

MISS UTILITY

CALL "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF WORK. 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. BEFORE EXCAVATION THE CONTRACTOR IS RESPONSIBLE FOR CALLING TICKET CHECK AT 1-866-821-4226 TO VERIFY THAT ALL UTILITIES HAVE BEEN MARKED. 48 HOURS AFTER CALLING MISS UTILITY. THE EXCAVATOR IS RESPONSIBLE FOR COMPLIANCE WITH REQUIREMENTS OF CHAPTER 36A OF THE MONTGOMERY COUNTY CODE.

CERTIFICATION OF QUALIFIED PROFESSIONAL
I HEREBY CERTIFY THAT THE PLAN SHOWN HEREON HAS BEEN PREPARED IN ACCORDANCE WITH MARYLAND STATE, MNCPPC AND MONTGOMERY COUNTY FOREST CONSERVATION LAWS.

DATE: 2.11.2025
MICHAEL A. NORTON
MONTGOMERY COUNTY REGISTERED PROFESSIONAL LANDSCAPE ARCHITECT
LICENSE NO. 211-2025

nld NORTON LAND DESIGN
LANDSCAPE ARCHITECTURE & ENVIRONMENTAL PLANNING
5146 DORSEY HALL DRIVE
2ND FLOOR
ELLCOTT CITY, MD 21042
P: 443.542.9199
WWW.NORTONLANDDESIGN.COM

WATER CLASS: I-P	WATERSHED: CABIN JOHN CREEK & LOWER ROCK CREEK	FEMA FLOODPLAIN MAP PANEL # 24031C0361D
TAX MAP: H122	200 SHEET: 215NW05	ADC MAP PAGE: 29 GRID: H-12
SCALE: AS SHOWN	DATE: JUNE 2024	PROJ. NO.: 15-064 SHEET NO.: L101

