

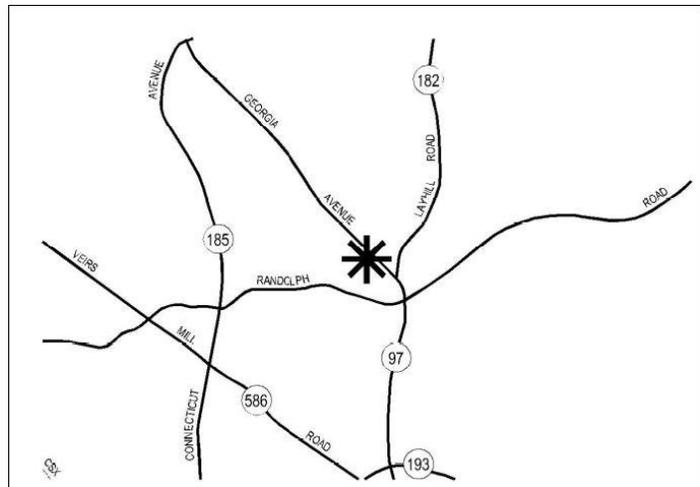
Glenmont Fire Station, Mandatory Referral, MR 2012007

- Michael Brown, Senior Planner, Area 2 Planning Division, michael.brown@montgomeryplanning.org, 301.495.4566
- Khalid Afzal, Planning Supervisor, Area 2 Planning Division, khalid.afzal@montgomeryplanning.org, 301.495.4650
- Glenn Kreger, Acting Chief, Area 2 Planning Division, glenn.kreger@montgomeryplanning.org, 301.495.4653

Completed: 12/08/11

Description

- 12600 Georgia Avenue
- 10.27 acres, RT-12.5
- 19,000 SF Proposed Fire Station with 24 parking spaces
- 1997 Approved and Adopted Sector Plan for the Glenmont Transit Impact Area and Vicinity
- Applicant: Department of General Services
- Submitted: October 5, 2011



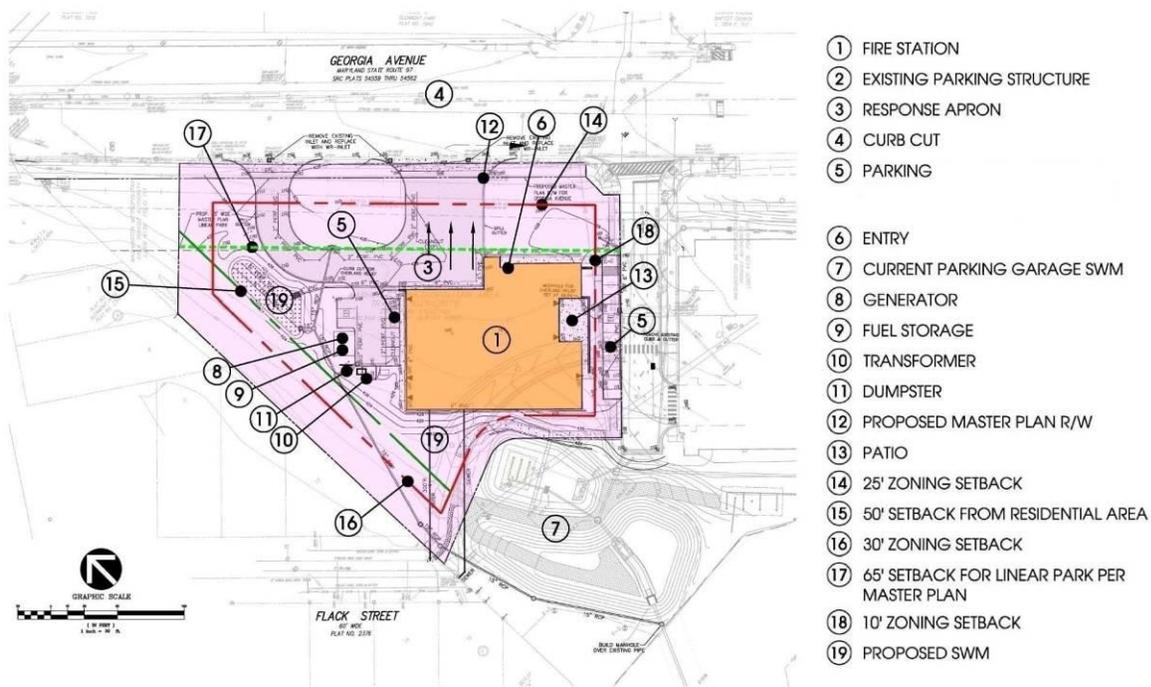
Summary

- Staff recommends **approval and to transmit comments** to the Montgomery County Department of General Services.
- No correspondence has been received on this application.

Recommendations

1. Satisfy the Policy Area Mobility Review (PAMR) test by paying \$24,400 towards a transportation infrastructure improvement within the greater Kensington/Wheaton Policy Area. The PAMR payment must be made prior to issuance of any building permit.
2. Provide an additional 2.5 feet of right-of-way along Georgia Avenue to accommodate the Georgia Avenue Busway based on 75 feet from the centerline, for a full right-of-way of 150 feet.
3. Coordinate with the Montgomery County Department of Transportation (MCDOT) and/or the Maryland State Highway Administration (SHA) on the following:
 - a. Provide the necessary traffic control measures such as flashing traffic signal at the fire station egress point onto Georgia Avenue, and a stop bar across the southbound lanes of Georgia Avenue.
 - b. Obtain MCDOT approval for the perpendicular parking spaces proposed on Glenallan Avenue extended.
4. Provide the following regarding the proposed shared use path:
 - a. Extend the shared use path along Georgia Avenue (Glenmont Greenway) to Denley Road to the north through the Washington Metropolitan Area Transit Authority (WMATA) property. This connection was recommended as a part of the Mandatory Referral No. 09737-WMATA-1 for the Glenmont Garage. Tie the shared use path into the existing sidewalk along Georgia Avenue frontage.
 - b. Modify the existing shared use path at the southern edge of the intersection of Georgia Avenue and Glenallan Avenue (on the WMATA garage site) to align and connect with the crosswalk and the proposed path on the north side of the intersection.
5. Provide adequate space for the motorist leaving the last perpendicular parking space along the western side in the on-site parking lot north of the station.
6. Provide inverted-U bike racks near the main entrance to store at least four bicycles.
7. The applicant must widen the proposed sidewalk along the Glenallan Avenue frontage to be 8 feet wide to accommodate the Sector Planned bikeway connection between Georgia Avenue and Flack Street and curve this sidewalk around the on-street parking spaces instead of the proposed 90-degree turns.
8. Provide a sidewalk connection between the main entrance facing Georgia Avenue and the paved area in front of the apparatus bays for the motorists walking to/from the parking area.
9. Any mandatory referral submission for future improvements at the subject fire station must include a traffic statement or study, especially if those improvements will increase the number of peak-hour trips from the site in any one weekday peak-hour.

Final Concept Site Plan



Introduction

The Montgomery County Department of General Services (DGS) is proposing a new fire station in the vacant area adjacent to the Washington Metropolitan Area Transit Authority (WMATA) parking garage under construction. The proposed structure will be on 2.31 acres of the total 10.27-acre property owned by WMATA, known as the WMATA Triangle. The new station is a relocation of the existing Fire Station #18 at the corner of Georgia Avenue and Randolph Road, which is being impacted by the grade-separated interchange, currently under construction by the Maryland State Highway Administration (SHA).

The proposal includes a structure of 19,000 square-feet with 3-bays and 24 on-site parking spaces. The proposed station building will include public and administrative spaces near Georgia Avenue, semi-private living rooms in the center, and private dormitory/locker rooms in the rear. The applicant will seek Green Building Council's Leadership in Energy and Environmental Design (LEED) Silver certification for the sustainable features.

The major issues of this review were conformance with the Sector Plan and the recommendations of the Georgia Avenue Busway Study. The proposal, as submitted, did not fully implement the Class 1 shared use bikeway along Georgia Avenue as envisioned in the Sector Plan, and it did not provide dedication to meet the 75-foot right-of-way requirement (measured from the centerline of Georgia Avenue) as recommended by the Georgia Avenue Busway Study. The applicant has accepted staff recommendations (#2 and #4) related to these items.

Context

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



Project History

The concepts for grade separation at the Georgia Avenue/Randolph Road intersection began in 1995. The 1997 *Glenmont Transit Impact Area and Vicinity Sector Plan* recommended the grade separation to reduce congestion and improve the flow of traffic.¹ The sector plan also noted that this project would require relocation of Fire Station #18.

In 2003, the County assigned high priority to the Georgia Avenue/Randolph Road intersection improvements to obtain State funding for the project. Since the proposed interchange would impact the existing Fire Station 18, the relocation of Station 18 was identified as a high priority recommendation in the Approved 2005 Fire, Rescue, Emergency Medical Services and Community Risk Reduction Master Plan.

The Mid-County Regional Services Center formed a committee to evaluate potential sites in the Glenmont area. The Committee participants included Montgomery County Fire and Rescue Service, Department of Public Works and Transportation, Maryland-National Capital Park and Planning Commission, Office of Management and Budget, members of the Kensington Volunteer Fire Department and residents of the Glenmont area.

During biweekly meetings, the Committee evaluated six viable sites identified by County staff. The sites were selected based on the minimum qualifications for a Class II fire station, as defined in the "Program of Requirements-Prototype Fire Stations Class I, II, III, IV" adopted by Fire and Rescue Commission, June 1997. The process resulted in the recommendation of the WMATA Triangle site. The County Council adopted the recommendation of the Site Evaluation Committee to co-locate the fire station on the WMATA Triangle site with a new Metro Garage.

During the Mandatory Referral review process of the garage in April 2010², Planning Department staff received two schematic design concepts from the Glenmont Fire Station Feasibility study. In a letter to Department of General Services (DGS), staff offered preliminary comments for consideration,³ which recommended reduction of impervious surface, maintaining a 50-foot buffer along the western property line, and reduction of impact to existing forest stand. Staff favored the option that supported the vision of the Georgia Avenue Enhanced Boulevard concept, preserved more green space, minimized the neck of the curb cut and located parking in the rear.⁴

In January 2011, Planning Department staff approved an administrative Mandatory Referral review for County acquisition of 2.31 acres of the WMATA Triangle with the comment to submit the design of the proposed structure on the subject property for full Mandatory Referral consideration.⁵ The County submitted the proposed fire station for a Mandatory Referral review on October 5, 2011.

¹ *Approved and Adopted 1997 Sector Plan for the Glenmont Transit Impact Area and Vicinity*, page 49.

² Mandatory Referral No. 09737-WMATA-1, Glenmont Parking Garage

³ Letter from Planning Director, Rollin Stanley to Director of Department of General Services, David Dise dated May 18, 2010.

⁴ Glenmont Fire Station Feasibility Study prepared by Hughes Group Architects, Option 7.

⁵ Mandatory Referral No. 2011203-DGS-2, WMATA Property Acquisition for Glenmont Fire Station.

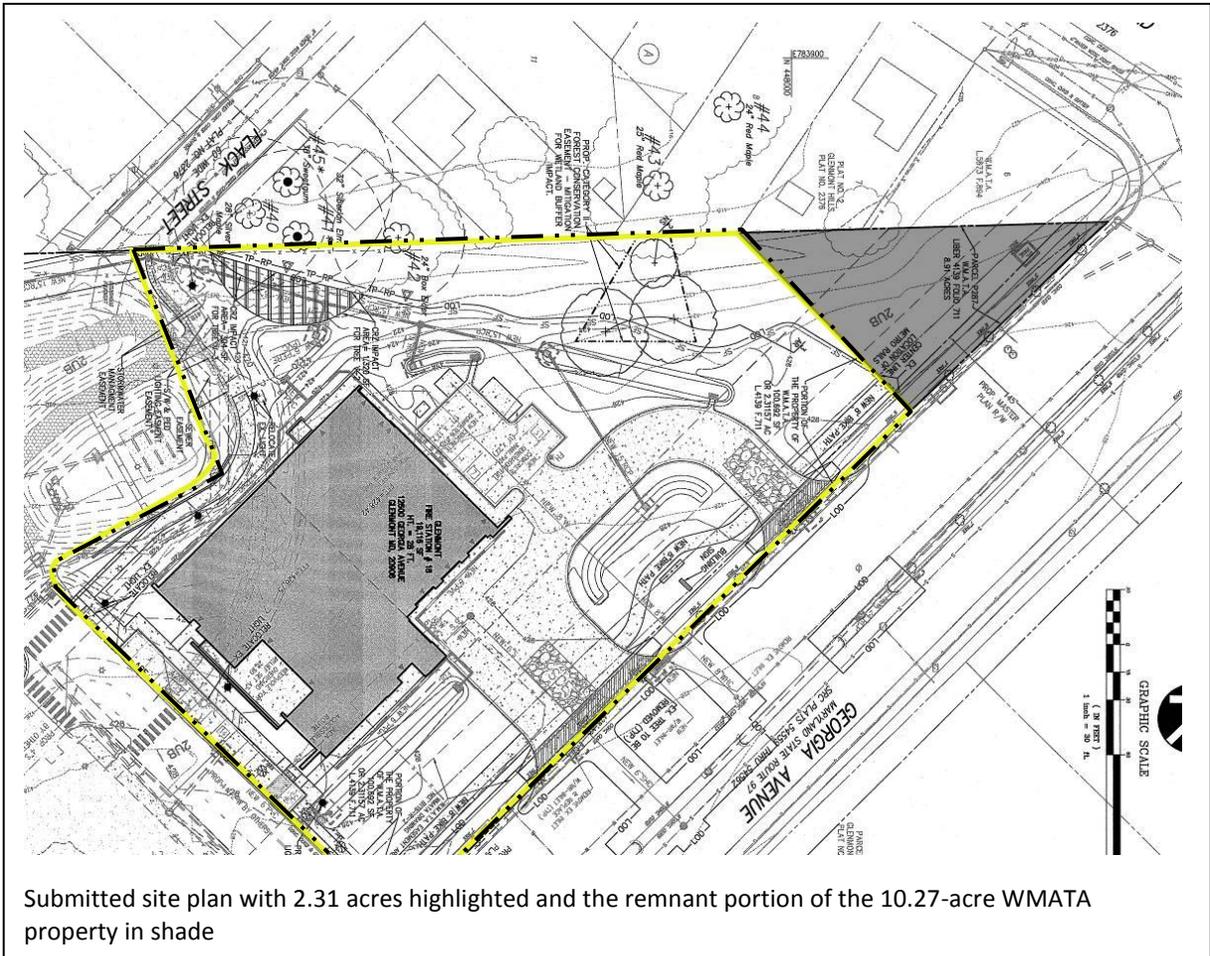
DISCUSSION

Conformance to Development Standards

The proposal conforms to the development standards of the RT 12.5 Zone as follows:

	Permitted/Required	Provided*
Minimum Tract Area	20,000 SF	387,943 SF
Development Units	12.5 DU/AC	0 DU/AC
Building Setback:		
- From Detached Dwelling Lot	30 Feet	76 Feet (min)
- From Public Street	25 Feet	92 Feet (min)
- Rear Yard	10 Feet	218 Feet (West)
- Side Yard	20 Feet	105 Feet (South)
Proposed Building Height	35 Feet	28 Feet
Building Coverage (including garage)	35%	22%
Minimum Green Area	50%	80%

*Table reflects the entire 10.27 acre WMATA Property



Submitted site plan with 2.31 acres highlighted and the remnant portion of the 10.27-acre WMATA property in shade

Conformance with Sector Plan

The Approved and Adopted 1997 *Sector Plan for the Glenmont Transit Impact Area and Vicinity* (the Sector Plan) supported “important community facilities” on the WMATA Triangle site. On page 35 of the Sector Plan, it stated that a “sizeable portion of the WMATA Triangle may be utilized for important community facilities, a proposed Kiss and Ride, and a possible child daycare center.” It further stated that the environmentally sensitive land on the site “should remain undeveloped and be enhanced as a natural green area serving the community.”

On page 43, the Sector Plan states that “the long term road improvements which are proposed in this Plan will require that Fire Station #18—which is owned by the Kensington volunteer Fire Department—be relocated. The ideal site for a new fire station is one where there is good access to major roadways but where the noise from fire trucks will not disturb nearby residents. A number of suitably sized sites were evaluated. (See the Background Information Supplement to the Sector Plan.) Although most of these sites have adequate road access, several were considered too valuable for use by the fire department given their location vis-à-vis the new Metro station. Other potential sites are already committed to public use in that they are among the facilities operated by the Montgomery County Parks.”

The Sector Plan considered the former school site in the southwest quadrant of Georgia Avenue and Randolph Road as a potential candidate, but stated that if it was not selected for a relocated fire station other publicly owned sites in the Glenmont area should be evaluated at the time of site selection. Staff believes that the site selection process has demonstrated that the subject site is the most appropriate site for a relocated Fire Station #18 in Glenmont, and that the proposed fire station is consistent with the Sector Plan’s vision of a community facility on the WMATA triangle site to meet the needs of the Glenmont community.

The protection of environmental resources on the site is addressed in a related but separate staff report on the proposed Forest Conservation Plan Amendment for the site, which will be reviewed by the Planning Board as a separate regulatory item.

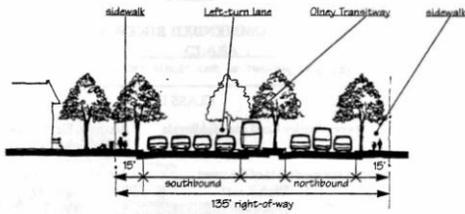
Georgia Avenue as an Enhanced Boulevard

The Sector Plan recommends Georgia Avenue as an enhanced boulevard as follows:

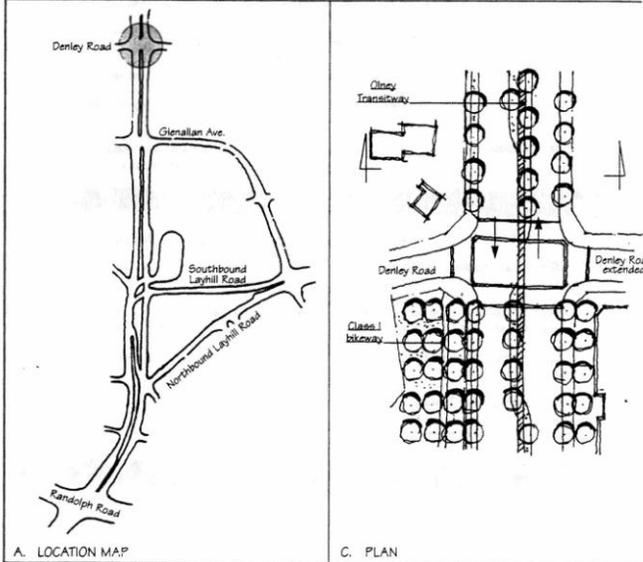
- *Provide for a pedestrian and bicycle friendly environment.* Buildings constructed as part of major redevelopments should be oriented to the streets where possible, thereby defining and bringing activity and interest to the sidewalk area (page 37).
- Furthermore, there should be a linear green space along the west side of Georgia Avenue adjacent to its right-of-way. This space should have a minimum width of approximately 65 feet, not including the street right-of-way. While the sidewalk should be within the right-of-way, a Class I bikeway should be located within the linear green space. Several rows of shade trees should comprise the landscaping, and garden areas, lighting, and seating should be provided at appropriate locations. Finally, it would be desirable for major redevelopment of property along Georgia Avenue to include street activating uses or residential entries at ground level. (page 60)

GEORGIA AVENUE STREETScape AT DENLEY ROAD

FIGURE



B. SECTION



A. LOCATION MAP

C. PLAN

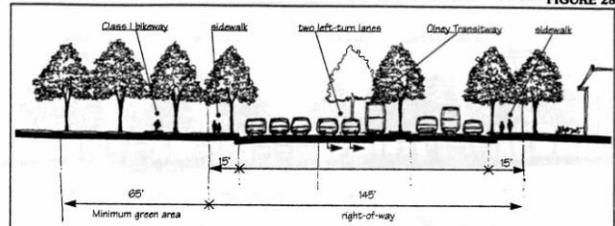
Approved and Adopted

- 64 -

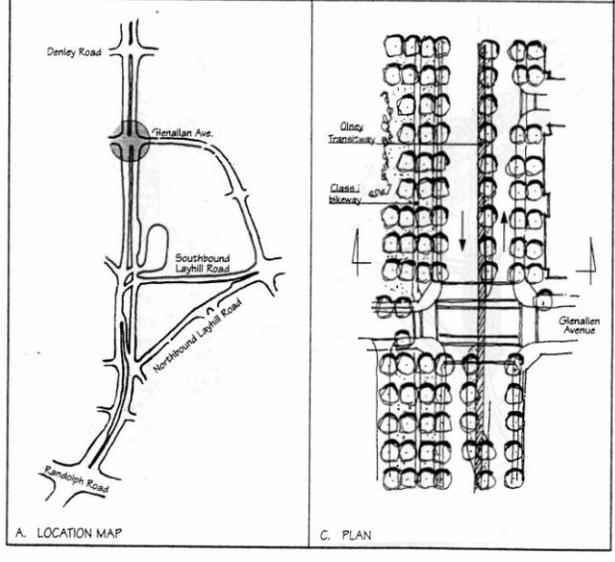
GLENMONT SECTOR PLAN

GEORGIA AVENUE STREETScape AT GLENALLEN AVENUE

FIGURE 28



B. SECTION



A. LOCATION MAP

C. PLAN

GLENMONT SECTOR PLAN

- 65 -

Approved and Adopted

The proposed building is setback approximately 65 feet to accommodate the Georgia Avenue Enhanced Boulevard as envisioned by the Sector Plan. The main building entry faces Georgia Avenue. Pedestrian access from Georgia Avenue and a parking lot south of the building will be provided from a proposed sidewalk along Glenallen Avenue extension. The proposal needs a sidewalk connection between the main entrance facing Georgia Avenue and the southern side of the apparatus bays for the motorists walking to/from the on-site parking area. Staff is also recommending that bicycle parking spaces/racks should be provided near the main entry.

The landscape plan proposes minimal enhancements to support the Sector Plan vision of Georgia Avenue as an enhanced boulevard. The proposal will retain the street trees along Georgia Avenue, only removing those in conflict with the proposed curb cut. The applicant does not propose enhanced landscaping, such as another row of shade trees, because of operational concerns with sight distance. Staff accepts minimal landscaping along the frontage of the truck apron for safety reasons. The plan proposes additional shade, evergreen and ornamental trees between the station and homes along Flack and Denley Road to provide extensive landscaping buffer from the single-family homes.

A Bikeway (Shared Use Path) along Georgia Avenue

The Sector Plan recommends a shared use path as part of a “Glenmont Greenway” on the west side of Georgia Avenue. The applicant proposed a shared-use path along Georgia Avenue only for the portion of the WMATA triangle the County has acquired from WMATA for the fire station, leaving approximately 120 feet of trail missing between the Fire Station site and the adjacent property to the north, which is also owned by WMATA. During review of the previous Mandatory Referral of the WMATA garage, staff had requested the path be extended to Denley Road. At that time, WMATA asserted that the path would be completed with the fire station project. Given the amount of construction taking place on the property, staff recommends extending the shared use path to Denley Road, and the applicant has agreed to coordinate with WMATA to complete the shared-use path to Denley Road.

Glenallan Avenue Extension

The Sector Plan recommended that Glenallan Avenue be extended through the WMATA triangle to a future Flack Street connection as follows:

- *Provide an internal street pattern that promotes interconnectivity and minimizes walking distances.* Flack Street between Urbana Drive and Glenallan Avenue should be connected as a secondary street. A reduced right-of-way may be needed, given environmental constraints in this area. An extension of Glenallan Avenue from Georgia Avenue to the Flack Street connector should be constructed as a primary residential street within a 70-foot right-of-way. (page 37)

The Glenallan Avenue extension is adjacent to, but outside, the proposed fire station site. It was extended into the WMATA triangle as a two-way, dead end street to allow entry and exit to the parking garage (currently under construction), and reviewed as a part of the Mandatory Referral for the garage. Staff believes that the Glenallan Avenue extension, as envisioned in the Sector Plan, is not feasible anymore since the construction of the WMATA garage has altered the overall layout of facilities, including stormwater management areas, on the WMATA triangle in such a way that it precludes extending Glenallan Avenue all the way to Flack Street. And the full extension of Glenallan Avenue is precluded by the fact that the Flack Street connection (described in more detail below), which the Glenallan Avenue extension was supposed to connect with, has been eliminated by the WMATA garage.

The Sector Plan recommended a Class III shared signed bikeway along the Glenallan Avenue extension. Given that the extension will not connect to Flack Street for the reasons cited above, staff does not recommend a Class III bikeway. The applicant should provide an alternative bikepath from Georgia Avenue to the proposed Flack Street pedestrian/bicycle connection behind the fire station. Staff suggests that the applicant widen the sidewalk along the Glenallan Avenue extension to 8’ and make the path more favorable for bicyclists.

Flack Street Connection

The Sector Plan recommends connecting Flack Street through the WMATA triangle site as follows:

- Construct Flack Street between Denley Road and Glenallan Avenue along the WMATA Triangle only if a median break cannot be retained on Georgia Avenue for Denley Road and provided that environmental concerns such as wetlands and forest conservation can be addressed. Construct Flack Street from Glenallan Avenue to Urbana Drive at such time as the WMATA triangle develops. Although the proposed right-of-way is 60 feet, a reduced right-of-way may be necessary to minimize the environmental impacts. In the event that Flack Street is not connected for vehicular traffic, a pedestrian/bicycle connection would still be desirable. (page 53)

The Flack Street right-of-way is outside of the site reserved for the fire station. Dedication for the Flack Street right-of-way as a vehicular connection would reduce land available for stormwater management and likely require removal of additional forest. Although the proposed project is not connecting Flack Street, it will provide a pedestrian and bike path in the Flack Street right-of-way consistent with Sector Plan recommendations. The lighting fixtures proposed with the WMATA garage will be relocated. The rear facade of the fire station will have windows to provide surveillance to the trail.

In conclusion, staff considers the proposed fire station consistent with the Sector Plan's vision for an important community facility and compatible with the adjacent residential neighborhood and transportation infrastructure.

Vehicular Circulation

Two curb cuts and two median breaks are proposed to allow vehicles, including emergency vehicles, access to both northbound and southbound lanes of Georgia Avenue. The U-drive with dual curb cuts allows fire trucks to dock in the station without disrupting traffic on Georgia Avenue. For emergency entrance onto Georgia Avenue, the applicant should provide necessary traffic control measures such as a flashing traffic signal at the egress point and a stop bar across the southbound lanes. These measures are necessary to assure safe operation into and out of the two proposed curb cuts from Georgia Avenue.

Georgia Avenue Busway

The Glenmont Sector Plan designates Georgia Avenue (MD 97) as a six-lane divided, major highway, M-8, with a 145-foot wide right-of-way and a Class 2 bikeway. The 1999 Georgia Avenue Busway Study evaluated the feasibility of providing a busway on Georgia Avenue between Glenmont and Olney. The preferred busway option of this study was a two-lane, bi-directional busway in the center of the median to accommodate express and local bus service. The study recommended 150-foot right-of-way to achieve the preferred busway cross section.

Georgia Avenue is currently being evaluated as part of the Countywide Bus Rapid Transit Study, which will inform planning efforts and provide guidance on the location, function and operational characteristics of the BRT network. It is expected to include typical sections that illustrate how the proposed transitway and stations are accommodated in the corridors, and determine the preferred and minimum rights-of-way.

The proposal is inconsistent with the Georgia Avenue Busway Study. Staff recommends the 2.5 feet of additional right-of-way along Georgia Avenue. Applicant has agreed to provide the additional right-of-way.

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

The applicant proposes environmentally-sensitive design and construction features to achieve silver rating. These include, but are not limited to: energy conserving building envelope technologies, energy efficient lighting, occupant sensing controls, variable frequency drives for motors and exhaust fans, high efficiency HVAC systems, and sustainable material selections.



View of property looking southeast.

Forest Conservation Law

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

Stormwater Management

The applicant has submitted a stormwater management (SWM) concept plan to the Montgomery County Department of Permitting Service for their review. The plan was developed to incorporate Environmental Site Design (ESD) using micro-bioretenion facility and four grass swales.

Based on County's storm drain design criteria, The WMATA parking garage has the capacity to take additional flow from the fire station project site. The proposed storm drain system will connect to the system being built for the WMATA parking garage. The drain and inlets are sized for the 10-year storm and will impact 0.04 acres of wetland buffer and the critical root zone of three specimen trees. Stormwater from the new pond will be conveyed in a storm drain pipe through the forest into an existing public storm drain system on Holdridge Road.

COMMUNITY OUTREACH

A public meeting to present the concept fire station design was held on April 28, 2011 at the Wheaton Community Center. Participation from the surrounding community was minimal.

Staff notified adjoining, confronting and abutting owners, civic associations, homeowners associations and other interested parties of the pending application by mail on October 14, 2011. A Notice of Public Hearing was sent December 2, 2011.

CONCLUSION

Based on information provided by the Applicant and the analysis contained in this report, staff concludes that the proposed Glenmont Fire Station is compatible within its site context, meets the applicable standards, and is consistent with the goals and recommendations of the 1990 Glenmont Sector Plan. Staff recommends approval of the Mandatory Referral with comments listed at the front of this report to be transmitted to the Montgomery County Department of General Services.

Attachments:

1. Letter from Planning Director Rollin Stanley to DGS Director David Dise – May 18, 2010
2. Submitted site plan for Glenmont Fire Station
3. *1997 Sector Plan for the Glenmont Transit Impact Area and Vicinity* diagrams.
4. Memorandum from transportation planner, Ed Axler – December 5, 2011



MONTGOMERY COUNTY PLANNING DEPARTMENT

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

May 18, 2010

David E. Dise, Director
Department of General Services
101 Monroe Street 9th Floor
Rockville, MD 20850
Subject: Glenmont Fire Station Feasibility Study

Dear Mr. Dise:

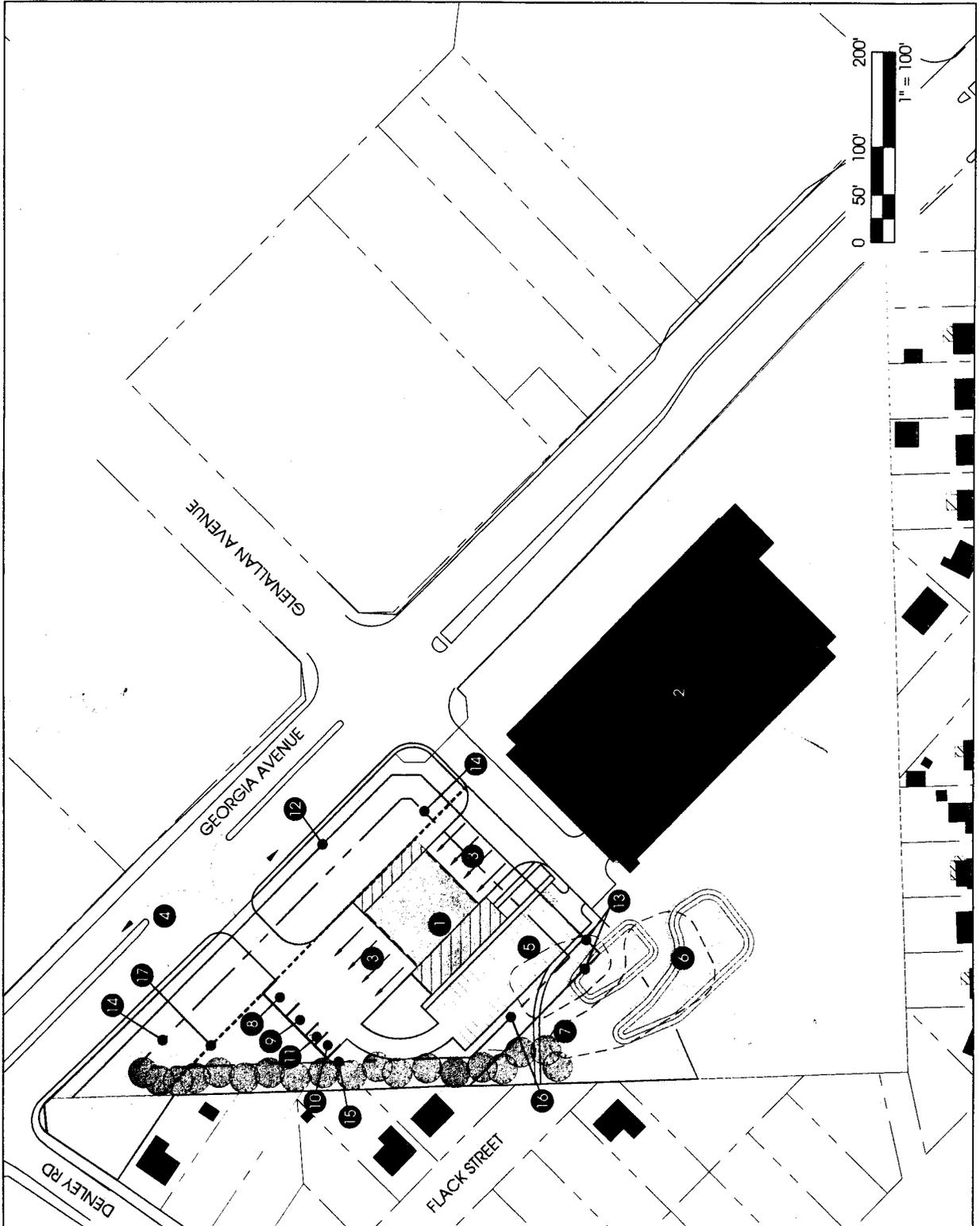
During the review of the Glenmont Parking Structure, staff was privy to options from the Glenmont Fire Station Feasibility study (Option 6 and Option 7). Although we have not received the formal mandatory referral application for this project, we would like to offer preliminary comments for consideration.

- The concepts have extensive impervious surfaces; consider accommodating some parking in the proposed parking structure.
- The planting area along the western property line appears narrow. Consider increasing the buffer to 50' conforming to that of the proposed parking structure.
- Option 7 supports the vision of the Georgia Avenue Enhanced Boulevard concept in the Glenmont Sector Plan; more greenspace is preserved, the neck of the curb cut is minimized and parking is located to the rear.
- The shared single access to the parking garage with the fire station creates a circulation concern. There should be a contingency plan for garage ingress/egress in cases of emergency and/or incidents on Georgia Avenue.
- Stormwater Management facilities are proposed to move south for both options. The SWM concept should be reconsidered to avoid additional forest clearing.
- The Department of Public Services (DPS) has indicated that they do not favor sharing a SWM facility with a non-county agency (e.g. WMATA).

The Planning Department appreciates the opportunity to share comments and looks forward to working closely and cooperatively with DGS to expedite this pending application.

Sincerely,

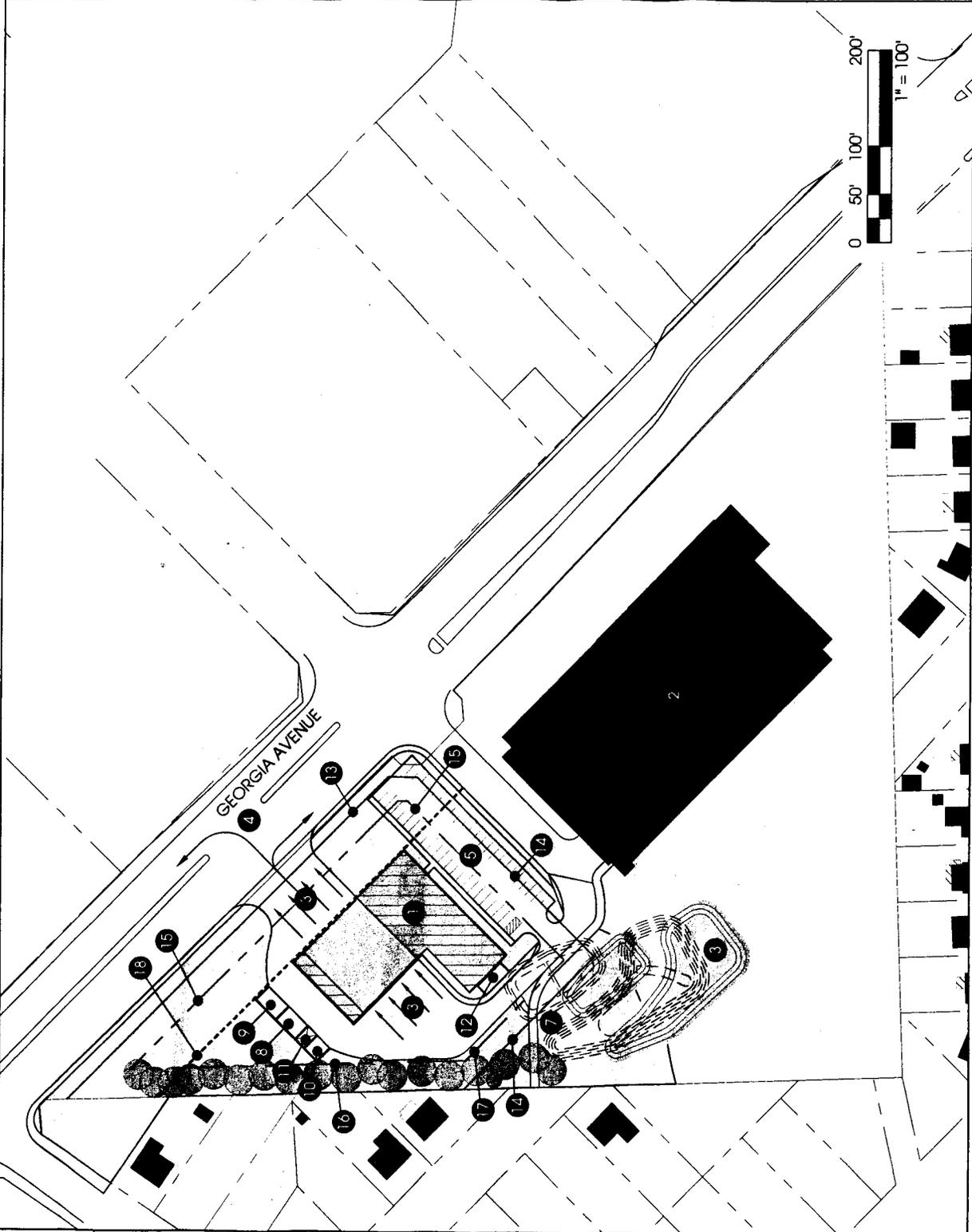
Rollin Stanley
Director



**GLENMONT FIRE STATION FEASIBILITY STUDY
2 STOREY - 4 BAYS
OPTION 7**

- 1 FIRE STATION
- 2 EXISTING PARKING STRUCTURE
- 3 RESPONSE APRON
- 4 CURB CUT
- 5 PARKING (41 SPACES)
- 6 PROPOSED SWM LOCATION
- 7 CURRENT PARKING GARAGE SWM
- 8 GENERATOR
- 9 FUEL STORAGE
- 10 TRANSFORMER
- 11 DUMPSTER
- 12 PROPOSED MASTER PLAN R/W
- 13 PROPOSED FIRE STATION PROPERTY LINE
- 14 25' ZONING SETBACK
- 15 30' SETBACK FROM RESIDENTIAL AREA
- 16 20' SETBACK FROM LOT LINE
- 17 65' SETBACK FOR LINEAR PARK PER MASTER PLAN





**GLENMONT FIRE STATION FEASIBILITY STUDY
1 STOREY - 4 BAYS
OPTION 6**

- 1 FIRE STATION
- 2 EXISTING PARKING STRUCTURE
- 3 RESPONSE APRON
- 4 CURB CUT
- 5 PARKING (47 SPACES)
- 6 PROPOSED SWM LOCATION
- 7 CURRENT PARKING GARAGE SWM
- 8 GENERATOR
- 9 FUEL STORAGE
- 10 TRANSFORMER
- 11 DUMPSTER
- 12 PATIO
- 13 PROPOSED MASTER PLAN R/W
- 14 PROPOSED FIRE STATION PROPERTY LINE
- 15 25' ZONING SETBACK
- 16 30' SETBACK FROM RESIDENTIAL AREA
- 17 20' SETBACK FROM LOT LINE
- 18 65' SETBACK FOR LINEAR PARK PER MASTER PLAN





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, 9th 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.

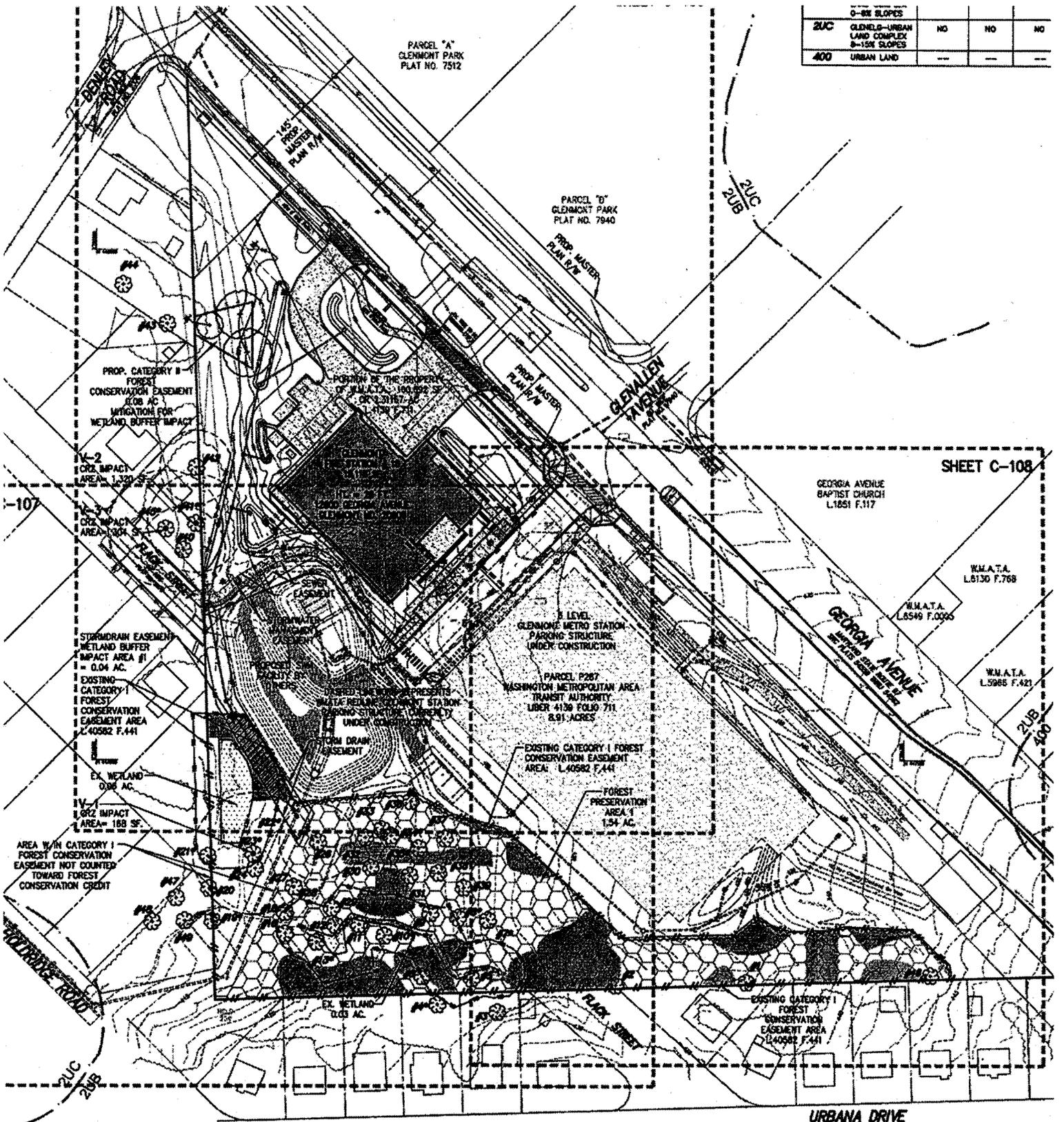
Sincerely,

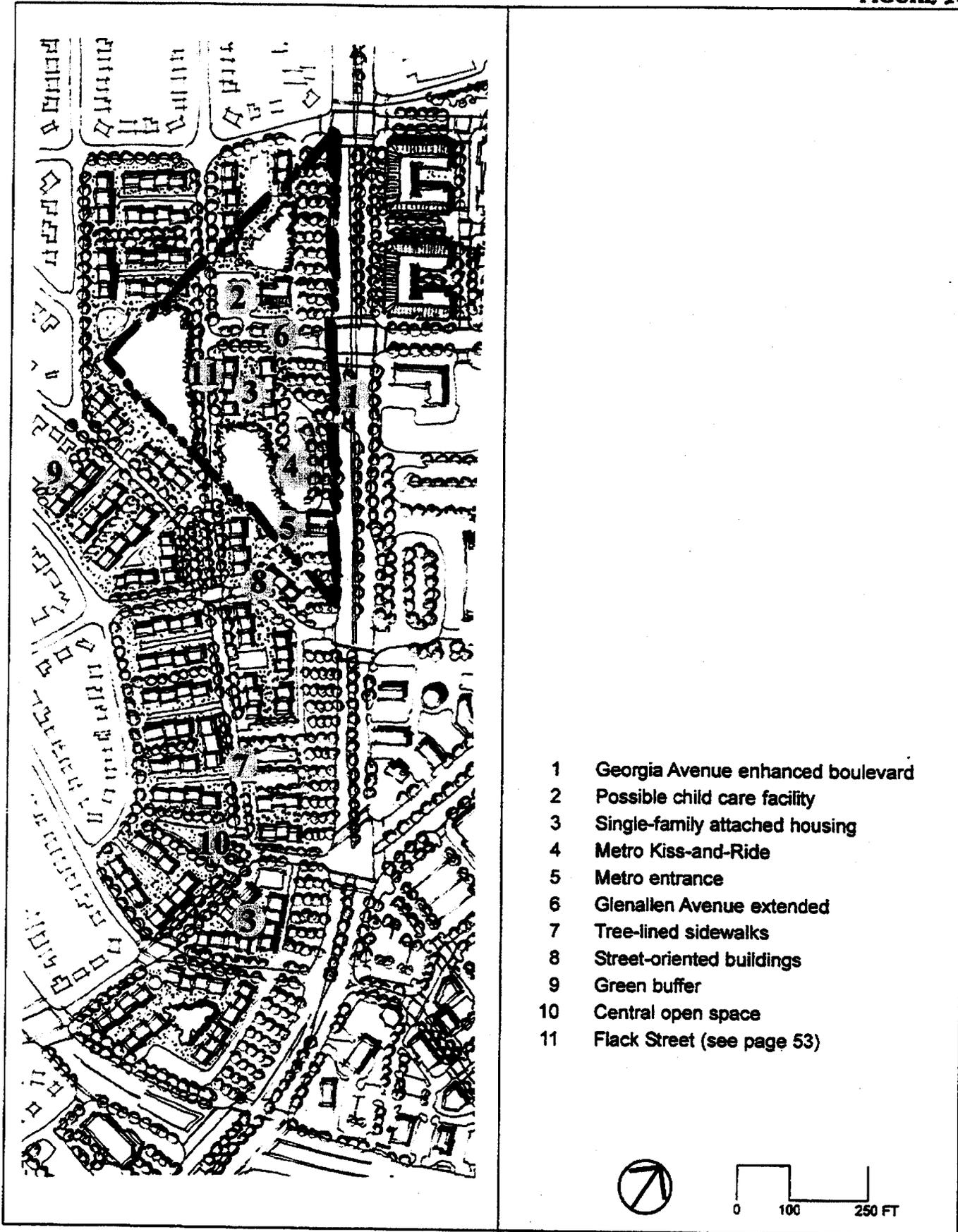
Rollin Stanley
Planning Director

RS:le:ha

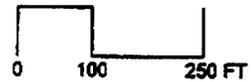
Copy: Glenn Kreger, Acting Chief, Area 2 Division
✓ Luis Estrada, Urban Designer, Area 2 Division

0-8% SLOPES				
2UC	GLENHOLD-URBAN LAND COMPLEX 9-15% SLOPES	NO	NO	NO
400	URBAN LAND	---	---	---





- 1 Georgia Avenue enhanced boulevard
- 2 Possible child care facility
- 3 Single-family attached housing
- 4 Metro Kiss-and-Ride
- 5 Metro entrance
- 6 Glenallen Avenue extended
- 7 Tree-lined sidewalks
- 8 Street-oriented buildings
- 9 Green buffer
- 10 Central open space
- 11 Flack Street (see page 53)





December 7, 2011

MEMORANDUM

TO: Michael Brown, Senior Planner
Area 2 Planning Division

VIA: Khalid Afzal, Team Leader, East County Team
Area 2 Planning Division

FROM: Ed Axler, Transportation Planner/Coordinator
Area 2 Planning Division

SUBJECT: Mandatory Referral 2012007-DGS
Mandatory Referral for Glenmont Fire Station #18
12600 Georgia Avenue, Silver Spring
Glenmont Policy Area

This memorandum is the Transportation Planning staff's adequate public facilities (APF) review of the subject mandatory referral case for the relocation of the Glenmont Fire Station #18.

RECOMMENDATIONS

Transportation planning staff reviewed the materials submitted for the subject mandatory referral case and recommend that the Planning Board transmit the following comments to Montgomery County Division of General Services (DGS):

1. The applicant must satisfy the Policy Area Mobility Review (PAMR) test by paying \$23,400 towards a transportation infrastructure improvement within the greater PAMR Kensington/Wheaton Policy Area. The PAMR payment must be made prior to issuance of any building permit.
2. The applicant must provide a total of 16.5 feet (i.e., equaling an additional 2.5 feet besides the extra 14 feet as shown on the submitted plans) of right-of-way along Georgia Avenue to accommodate the Georgia Avenue Busway required 75 feet from the centerline.
3. The applicant work with the Montgomery County Department of Transportation (MCDOT) and/or the Maryland State Highway Administration (SHA) on the following:
 - a. Provide the necessary traffic control measures such as the flashing traffic signal at the fire station egress point onto Georgia Avenue and a stop bar across the southbound lanes of Georgia Avenue approaching the intersection with Glenallen Avenue. These traffic control measures are necessary to assure the safe traffic operation into and out

of the fire station site at the two proposed curb cuts from and median breaks along Georgia Avenue and not adversely impact the southbound queue of vehicles waiting during the red signal phase at the signalized intersection with Glenallen Avenue. SHA and MCDOT must review and approve the proposed traffic control measures. Georgia Avenue is a state highway and traffic signals are operated by MCDOT for SHA.

- b. Obtain MCDOT approval for the perpendicular parking spaces proposed on Glenallen Avenue.
4. The applicant must provide the following regarding the proposed shared use path:
 - a. Extend the shared use path offsite to Denley Road through the Washington Metropolitan Area Transit Authority (WMATA) property with their cooperation. The connection was recommended by the Planning Board as part of the Mandatory Referral No. 09737-WMATA-1 for Glenmont Garage in 2010. Tie the shared use path into the existing sidewalk along the Georgia Avenue frontage on the north side of the property.
 - b. Align the southern terminus of the shared use path to be parallel with the path on the south side of the property/opposite side of Glenallen Avenue.
 - c. Justify why the shared use path is not straight across the Georgia Avenue frontage between the two proposed curb cuts. The submitted plans show the proposed shared use path being shifted to the west around a proposed sign (i.e., where the sign may be relocated to the west side of the shared use path).
 5. The applicant must widen the proposed sidewalk along the Glenallen Avenue frontage to be 8 feet wide to accommodate the sector-planned bikeway connection between Georgia Avenue and Flack Street and curve this sidewalk around the on-street parking spaces instead of the proposed 90-degree turns.
 6. The applicant must provide adequate space for the motorist leaving the last parking space along the western side of on-site parking area closest to the fire station to back up.
 7. The site plan should show the location of one or two inverted-U bike racks near the main entrance that can store at least four bicycles.
 8. The applicant must provide a sidewalk connection between the main entrance facing Georgia Avenue and the southern side of the apparatus bays for the motorists walking to/from the on-site parking area.
 9. Any mandatory referral submission for future improvements at the subject fire station must include a traffic statement or study especially if those improvements will result in increasing the number of peak-hour trips from the site in any one weekday peak-hour.

DISCUSSION

Fire station Location and Proposed Vehicular Access

The existing Glenmont Fire Station #18 is located in the southeast corner of Georgia Avenue and Randolph Road. This fire station is proposed to be relocated to the northwest corner of Georgia Avenue and Glenallen Avenue. The two curb cuts for the relocated fire station are proposed from Georgia Avenue. As discussed in Recommended No. 3a, traffic control measures are needed to assure safe operation into and out of the two proposed curb cuts from Georgia Avenue.

Parking

Twenty four (24) parking spaces are proposed both on site and along the Glenallen Avenue property frontage. Parking could be adequate with MCDOT approval and the improvement described in Recommendations No. 3b and 6, respectively.

Master-Planned Roadways and Bikeways

According to the 1997 *Sector Plan for the Glenmont Transit Impact Area and Vicinity* and 2005 *Countywide Bikeways Functional Master Plan*, the following are the designated roadways and bikeways along the subject site:

1. Georgia Avenue (MD 97) is designated as six-lane divided major highway, M-8, with a minimum recommended 145-foot wide right-of-way and a Class 2 bikeway. Along the property frontage. Along the property frontage, the existing right-of-way is 131 feet wide plus an extra 14 feet proposed on the submitted plans is equal to recommended minimum sector-planned right-of-way. According to the 2005 *Countywide Bikeways Functional Master Plan*, a shared use path, SP-29, is designated on the west side of Georgia Avenue.
2. Glenallen Avenue is designated as an arterial, A-56, with a minimum recommended 70-foot wide right-of-way and a Class 3 signed bikeway between Georgia Avenue and Flack Street. Along the property frontage, the existing right-of-way is 84 feet wide that exceeds the recommended master-planned right-of-way. The Class 3 bikeway does not directly connect to Flack Street but there is an eight-foot wide path around the proposed adjacent stormwater management facility between the termini of Glenallen Avenue and Flack Street. This sector-planned bikeway can be accommodated as described in Recommendation No. 5.

Georgia Avenue Busway

According to the 1999 *Georgia Avenue Busway Study*, the recommended exclusive bus lanes would be provided between the Glenmont Metrorail Station to MD 108 in Olney. This "Georgia Avenue North" corridor is one of the corridors being considered in the scope of work for the Master Plan of Highways Bus Rapid Transit (BRT) Amendment. The Study recommends a 150-foot wide cross-section along the site frontage of Georgia Avenue that is five more feet than in the *Sector Plan*. As discussed in Recommendation No. 2, a total of 16.5 additional feet of right-of-way should be provided for the future Georgia Avenue Busway where:

1. 14 feet needed for the sector-planned minimum recommended 72.5-foot right-of-way from the centerline and
2. 2.5 more feet needed for the Busway recommended 75-foot right-of-way from the centerline.

Bicycle Facilities

The shared use path should be constructed as described in Recommendation No. 4. The applicant must provide four bicycle parking spaces (i.e., one bicycle parking space for every 20 parking spaces provided) as described in Recommendation No. 7.

Pedestrian Facilities

Five-foot wide sidewalks exist along both the Georgia Avenue and Glenallen Avenue frontages. Pedestrian crosswalks and handicapped ramps exist on all legs of the Georgia Avenue/Glenallen Avenue intersection. DGS's plan includes pedestrian crosswalks across the proposed curb cuts from Georgia Avenue and a relocated sidewalk along Glenallen Avenue around the proposed perpendicular on-street parking. A missing on-site sidewalk connection must be provided as described in Recommendation No. 8.

Public Transit Service

The Glenmont Metro Station is located at a walking distance of approximately 950 feet from the proposed fire station. In addition, the following transit service is available along the fire station's frontage:

1. Ride-On routes 41, 51, & 53 and Metrobus routes Y-5, Y-7, Y-8, & Y-9 that operates along Georgia Avenue
2. Ride-On route 31 that operates along Glenallen Avenue

The nearest bus stops are located up to 375 feet away from the proposed fire station along Georgia Avenue and Glenallen Avenue.

Adequate Public Facilities Review

A traffic statement dated May 27, 2011, was submitted that included a traffic count collected at driveway of a similar existing fire station. Based on this traffic data, a typical fire station generates only 15 peak-hour trips within the weekday morning peak period (6:30 to 9:30 a.m.) and 8 peak-hour trips within the evening peak period (4:00 and 7:00 p.m.). Thus a traffic study is not required to satisfy the Local Area Transportation Review test because the proposed land use generates fewer than 30 peak-hour trips within either the weekday morning or evening peak periods.

Policy Area Mobility Review

Under the FY 12 *Subdivision Staging Policy*, the Policy Area Mobility Review PAMR test must be satisfied as a new development located in the Kensington/ Wheaton Policy Area. The Glenmont Policy area is considered part of the Kensington/Wheaton Policy Area for the PAMR test. The applicant is required to mitigate two (or 10% of the 15) additional peak-hour trips generated by the proposed fire station within the weekday morning peak period. As discussed in Recommendation No. 1, the PAMR test can be satisfied by contributing \$23,400 (or \$11,700 per trip time two trips) towards transportation improvements such as the following (in order of recommended priority):

1. Contribute towards M-NCPPC's Parks Department for pedestrian and vehicular on-site trail and internal circulation within the Warner Circle Special Park located in Kensington and within the

PAMR Kensington/Wheaton Policy Area. Although this project is funded and underway for Phase I, the additional \$23,400 PAMR payment would represent a significant contribution.

2. The Maryland State Highway Administration's (SHA) Project No. MO2235176, MD 185 (Connecticut Avenue) between Washington Street and Saul Road to design and build a new sidewalk on the west side. This SHA project is already adequately funded for construction.
3. SHA Project No. MO8541, MD 97, Georgia Avenue interchange at Randolph Road that has construction funding in FY 2014 to FY 2016 in the FY 2012-2017 SHA CTP. This SHA project is funded and the \$23,400 contribution would have a minimum impact.

EA

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mmo to Brown re Glenmont Fire Station MR 2012007.doc