

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with approval of Specific Design Plans pursuant to Part 8, Division 4 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on March 13, 2008, regarding Specific Design Plan SDP-9612/02 for Bellehaven Estates, Parcel J, St. Joseph Fire Station, the Planning Board finds:

1. **Request:** This application proposes to build a fire station on a vacant parcel that has been set aside for that purpose.

2. **Development Data Summary**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone(s)	L-A-C	L-A-C
Use	Vacant	Fire Station
Acreage	2.6051	2.6051
Gross floor area	0	15,948

3. **Location:** The subject site is Parcel J, located on the east side of St. Joseph’s Drive, approximately 1,000 feet south of Ardwick-Ardmore Road. This is part of the Bellehaven Estates community and is in Council District 5, Planning Area 73, in the Developing Tier.

4. **Surrounding Uses:** To the south and east, the subject property borders townhouse common areas owned by the Enterprise Woods HOA. To the north is a vacant parcel in the L-A-C Zone, designated by the approved comprehensive design plan as the future site of a commercial development. To the west, across St. Joseph’s Drive, is a group of single-family houses and Flowers High School.

5. **Previous Approvals:** The site was part of the Bellehaven Estates development approved under Basic Plan A-9775. This was followed by Comprehensive Design Plan CDP-9601, which envisioned a mix of residential, commercial, and public uses including the fire station. SDP-9612, for this section of Bellehaven Estates, was approved in 1997 for the townhouses and detached houses located east of the station property.

At the time of the basic plan, the possibility of setting aside a piece of land to be the site of a fire station was raised as a consideration of approval. At the time of the comprehensive design plan, a site was selected. As the basic plan had specified that the site should be three acres or more in size unless a smaller site was determined by the Fire/EMS Department to be adequate, the Fire/EMS Department indicated that the proposed 2.6-acre parcel would be acceptable. This parcel was included for the purposes of rough grading under the approval of SDP-9612.

It should be noted that the basic plan required, and the CDP included, a condition that the developer should inform all home purchasers in the development of the future plans for a fire station on Parcel J.

The St. Joseph's fire station is a first-priority project funded for fiscal years 2008–2009 in the county's 2008-2013 Capital Improvements Program.

6. **Design Features:** The fire station building is proposed to be built on the western portion of the site. It will be entirely crewed with professional career personnel. A parking lot is situated on the eastern portion of the site, behind the building. A drive aisle along the northern edge of the property provides access to the parking lot from St. Joseph's Drive. The paved area of the parking lot includes a two-and-a-half-story firefighters' training tower, a picnic table, and a dumpster pad. The training tower will be used to simulate emergency situations, but will not utilize live flames.

The parking lot is enclosed by a six-foot-tall fence. The latest plans submitted show this as a chain-link fence, but the applicant has indicated that based on discussions with local residents, an aluminum estate-style fence will be provided instead.

The plan shows two overhead light poles to provide illumination of the rear parking lot and three to illuminate the area in front of the fire station. The light poles selected should utilize a cut-off design in order to reduce glare and light trespass onto neighboring properties.

The fire station faces west toward St. Joseph's Drive. The single-story building provides for three use sections. The southern portion of the building comprises storage, mechanical and work rooms. The middle portion of the building is a vehicle bay for the parking and service of the firefighting apparatus and is equipped with garage doors on both the east and west sides of the building for access to the parking lot and to St. Joseph's Drive. The northern portion of the building provides living space for the station personnel. Pedestrian access into the building is provided at four points, including ramps for handicapped accessibility.

The proposed building is constructed with red brick, using white brick to form accent bands for visual interest. Windows are flanked by aluminum wall panels. Lines of skylights on the roof above the vehicle bay will admit natural light into the building.

7. **L-A-C Zone:** The fire station is a public building, which is a permitted use in the L-A-C Zone. To approve a specific design plan in the L-A-C Zone, the Planning Board must make the following findings, in accordance with Section 27-528 of the Zoning Ordinance:

- (1) **The plan conforms to the approved Comprehensive Design Plan, the applicable standards of the Landscape Manual, and for Specific Design Plans for which an application is filed after December 30, 1996, with the exception of the V-L and V-M Zones, the applicable design guidelines for townhouses set forth in Section 27-274(a)(1)(B) and (a)(11), and the applicable regulations for townhouses set forth**

**in Section 27-433(d) and, as it applies to property in the L-A-C Zone, if any portion lies within one-half (1/2) mile of an existing or Washington Metropolitan Area Transit Authority Metrorail station, the regulations set forth in Section 27-480(d) and (e);**

The plan is in conformance with the approved Comprehensive Design Plan CDP-9601, which designated the subject site as the future location of a fire station. The site is also in conformance with the requirements of the *Landscape Manual*, subject to the recommended conditions of approval.

- (2) **The development will be adequately served within a reasonable period of time with existing or programmed public facilities either shown in the appropriate Capital Improvement Program or provided as part of the private development;**

The Transportation Planning Section indicates that all needed transportation facilities have been provided or are being provided within a reasonable period of time.

- (3) **Adequate provision has been made for draining surface water so that there are no adverse effects on either the subject property or adjacent properties; and**

The specific design plan has been reviewed by the Department of Public Works and Transportation for stormwater management and found to be consistent with an approved stormwater management plan. Provision for drainage of surface water is adequate.

- (4) **The plan is in conformance with an approved Tree Conservation Plan.**

The plan has been found to be in conformance with the approved tree conservation plan.

**8. Landscape Manual:** The site is subject to Sections 4.3, 4.4, and 4.7 of the *Landscape Manual*.

- a. **Section 4.3, Parking lot landscaping:** The parking lot on the eastern portion of the site is not required to provide internal green plantings because it is less than 7,000 square feet in size. The drive aisle along the northern edge of the site is required to provide a perimeter planting strip, which has not been demonstrated on the plans. Prior to signature approval, the landscape plan should provide a landscaped strip between the driveway and the northern property line, planted with a minimum of one shade tree and three shrubs per 35 linear feet. There is a water line running along part of this property line, so care should be taken to place the plants where they will not interfere with the water line.
- b. **Section 4.4, Screening requirements:** There is a loading space in the southeast corner of the parking lot, which must be screened from view of the public road. Currently there is no screening proposed for the loading space, because the fence surrounding the parking lot is not a sight-tight fence. The Urban Design Section recommends that the landscape

plan should be revised to provide additional evergreen trees along the perimeter of the southern part of the fence to provide for visual screening of the loading space.

- c. **Section 4.7, Buffering incompatible uses:** The proposed fire station is considered a medium-impact use by the *Landscape Manual* and is incompatible with the townhouses located east and south of the property. The landscape plan correctly demonstrates a 30-foot landscaped yard and 40-foot building setback along both of these property lines. The vacant land to the north of the subject property is zoned with compatible L-A-C zoning and is slated by the CDP for commercial development, and is therefore considered compatible with the fire station. Landscaping along this frontage will be required under Section 4.3, as noted above.

#### REFERRALS

9. **Transportation:** In a memorandum dated November 1, 2007 (Masog to Lindsay), the Transportation Planning Section affirmed that the SDP is acceptable, and that all needed transportation facilities have been provided or are being provided within a reasonable period of time.
10. **Permit Review:** In a memorandum dated October 29, 2007 (Larman to Lindsay), the Permit Review Section noted a number of issues with the plan. These issues have been addressed by revised plans, new information submitted by the applicant, and the recommended conditions of approval.
11. **Trails:** In a memorandum dated January 29, 2008 (Shaffer to Lindsay), the trails coordinator reviewed the plan. There were no master plan trails recommendations.
12. **Community Planning:** In a memorandum dated December 3, 2008 (Washburn to Lindsay), the Community Planning North Division found that that plan was in conformance with the land use recommendation of the 1990 approved master plan and sectional map amendment for Largo-Lottsford and vicinity and not inconsistent with the 2002 General Plan Development Pattern policies.
13. **Subdivision:** In a memorandum dated December 5, 2007 (Lockard to Lindsay), the Subdivision Section found the plan to be in conformance with the record plat.
14. **WSSC:** In a memorandum dated October 31, 2007 (Thacker to Lindsay), the Washington Suburban Sanitary Commission noted that water and sewer service for the site is available, and requested that an on-site plan review package be submitted for their review.
15. **Environmental Planning:** The Environmental Planning Section has found the plan to be in conformance with the approved tree conservation plan for Bellehaven Estates.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type II Tree Conservation Plan (TCP/II/31/97), and further APPROVED Specific Design Plan SDP-9612/02 for the above-described land, subject to the following condition:

Prior to signature approval of the specific design plan, the applicant shall revise the plans as follows:

- a. Correct the plans to show the proposed fence around the parking lot is an aluminum estate-style fence rather than a chain-link fence and provide a detail of the proposed fence.
- b. Provide a detail of the proposed light poles, utilizing a full cut-off design in order to minimize off-site lighting and glare.
- c. Provide an additional 7 shade trees and 21 shrubs along the perimeter strip between the parking lot and driveway and the northern property line. Provide a landscape schedule to demonstrate conformance to Section 4.3 (b) of the *Landscape Manual*.
- d. Provide an additional 20 evergreen trees along the southwestern perimeter of the fence surrounding the parking lot in order to screen views of the loading space, generator and transformer.
- e. Remove Site Note 18 and correct Site Note 19 to show the correct building setbacks for the site.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Vaughns, seconded by Commissioner Cavitt, with Commissioners Vaughns, Cavitt and Parker voting in favor of the motion, and with Commissioners Squire and Clark absent at its regular meeting held on Thursday, March 13, 2008, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 3rd day of April 2008.

Oscar S. Rodriguez  
Executive Director

By Frances J. Guertin  
Planning Board Administrator

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