

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on March 1, 2012, regarding Detailed Site Plan DSP-01030/02 for Police Station District VII, the Planning Board finds:

1. **Request:** The detailed site plan is for an 18,908-square-foot police station for District VII on a 14.85-acre site in the Planned Industrial/Employment Park (I-3) Zone.
2. **Location:** The subject site is located on the south side of Fort Washington Road, southeast of its intersection with Livingston Road. The site is also located in Council District 8 and the Developing Tier.
3. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	I-3	I-3
Use(s)	Contractor's Shop	Police Station
Acreage	14.85	14.85
Parcels	1	1
Square Footage/GFA	18,908	18,908

OTHER DEVELOPMENT DATA

Parking Requirements

REQUIRED PARKING SPACES		APPROVED
One (1) per 250 square feet of the first 2,000 square feet of gross floor area	0	8
One (1) per 400 square feet over the first 2,000 square feet of gross floor area	0	80
REQUIRED LOADING SPACES		APPROVED
One (1) per 10,000 to 100,000 square feet of gross floor area of office	1	1

4. **Surrounding Uses:** The property to the east, zoned I-3, is improved with a fire station. The property to the south, zoned Rural Residential (R-R), is improved with a single-family detached residential unit on the western portion. The land adjacent on the eastern portion of the southern property line is vacant.
5. **Previous Approvals:** The project is the subject of Conceptual Site Plan CSP-01029, Detailed Site Plans DSP-01030 and DSP-01030/01, Alternative Compliance AC-01028, and Departure from Design Standards DDS-546. The development authorized in CSP-01029 and detailed in DSP-01030 for an 11,140-square-foot police station were both approved by the Planning Board on June 21, 2001, but the DSP approval expired three years later and the station was never built. Detailed Site Plan DSP-01030/01 was filed for an 18,908-square-foot police station, accepted for processing on January 23, 2009, but subsequently withdrawn by the applicant.
6. **Design Features:** The site is primarily accessed from a single point along Fort Washington Road where a driveway leads directly to two parking areas, one in front of the proposed 18,908-square-foot police station, containing 17 parking spaces (with three handicapped), and one to the rear of the proposed building, containing 51 parking spaces (with three handicapped), and indirectly to a third 30-space “overflow” parking lot constructed of pervious pavers just to the west of the front parking lot. The site is landscaped with a partial planting strip along the subject site’s Fort Washington Road frontage, and in the front and rear parking areas, though planting is noticeably absent around the proposed stormwater management pond, to be located just west of the proposed building and in the overflow parking area.

Existing structures on the site include a 330-foot-high telecommunications tower, three maintenance buildings, and three sheds, labeled “to be removed.” The tower is accessed by a gravel road, which originates from the western side of the project’s Fort Washington Road frontage. It would appear that the maintenance buildings, tower, and gravel road are intended to remain on the site.

The architecture of the proposed police station building is utilitarian though all façades, except for the rear, and provides visual interest through a creative fenestration pattern and the use of standing seam metal on the roof. The first story of the building is primarily composed of brick and the second story, is either window glass of an interesting pattern or metal panel.

Though a freestanding sign for the project was initially submitted with the application, the applicant has since withdrawn it from consideration. A single wall-mounted sign is indicated for the project above the front entrance.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance:** Section 27-292 of the Zoning Ordinance requires all public buildings, structures, and uses, except those of municipal, state, or federal agencies, to be specifically approved by the District Council. The case shall be transmitted to the District Council for review.

The site also conforms to the requirements of Section 27-473, Uses Permitted in the Industrial Zones. Public buildings and uses are permitted in the I-3 Zone. The project is also in conformance with the requirements of Section 27-471, I-3 Zone (Planned Industrial/Employment Park). With respect to Section 27-471(f)(2), Regulations, which requires that not more than 25 percent of any parking lot and no loading space shall be located in the yard to which the building's main entrance is oriented, the Planning Board may approve up to an additional 15 percent in its discretion, provided that the increased parking better serves the efficiency of the particular use; improves views from major arteries or interstate highways; and makes better use of existing topography or complements the architectural design of the building.

In this case, the building's main entrance is oriented to Fort Washington Road. Paved parking is provided in two locations, in the front of the building and along the side and behind the building. Due to the nature of this particular use, the 51 parking spaces on the side and to the rear of the building are in a secure area not accessible to the public. Only 17 paved parking spaces are accessible to the general public. Since this police station will have a community room available for use by the general public, an additional area is provided for occasional overflow parking which will accommodate 30 additional vehicles and will be provided in order to allow efficient access to the community room. This area is not paved or striped, but will use pervious pavers to maintain a green appearance. The total number of parking spaces (paved and unpaved) located in the yard to which the building's main entrance is oriented is 36, or 37 percent of the total parking spaces. The Planning Board hereby approves the additional 12 percent because the increased parking in the yard to which the building's main entrance is located will better serve the efficiency of the police station. Due to the nature of this particular use, a secure area of parking must be provided, and these spaces will not be available for use by the general public. Of the 68 paved spaces provided, less than 25 percent are in the yard to which the main entrance is oriented. A condition of this approval requires the applicant to correct General Note 38 to read: "This detailed site plan proposes 37 percent of the total parking required in front of the building."

The detailed site plan incorrectly stated that 52 percent of the total parking required is located in this yard.

8. **2010 Prince George's County Landscape Manual:** The project has been reviewed for conformance with the requirements of the 2010 *Prince George's County Landscape Manual*. The project is subject to the requirements of Sections 4.3(c)(2), 4.7, and 4.9, and a review of the plans indicates that the project conforms to these applicable requirements, except with respect to Section 4.6(c)(2), Buffering Development from Special Roadways. A condition of this approval ensures conformance to this requirement.
9. **Prince George's County Woodland Conservation Ordinance and the Tree Canopy Coverage Ordinance:** The site is subject to the 1993 Woodland Conservation Ordinance because it has a previously approved tree conservation plan that was approved under the woodland conservation requirements at that time. A revised Type II Tree Conservation Plan, TCP11-0084-01/02, was submitted together with the subject detailed site plan and is hereby

approved with conditions as indicated herein. Therefore, the project conforms to the requirements of the Woodland Conservation Ordinance. As the required tree canopy coverage schedule is absent from the project landscape plan, a condition of this approval ensures its inclusion and that it demonstrates conformance to the requirements of the Tree Canopy Coverage Ordinance prior to signature approval.

10. **Conceptual Site Plan CSP-01029:** Conceptual site Plan CSP-01029 was approved by the Planning Board on June 21, 2001, without conditions, for an 11,140-square-foot police station. Though the subject application requests a building that is 7,768 square feet larger, or 18,908 square feet, the original approval included no conditions or limitations, so there is no prohibition on expanding the project size.
11. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
 - a. **Historic Preservation**—The Planning Board’s review of Detailed Site Plan DSP-01030-02, Police Station District VII, found that the proposed revision for the main building and associated parking will have no effect on identified historic sites, resources, or districts. Further, the property is outside the limits of the Broad Creek Historic District.
 - b. **Archeological Review**—A Phase I archeological survey is not recommended on the subject property. A Phase I archeology survey cannot be required at the time of detailed site plan. This proposal will not impact any recorded historic sites, historic resources, or documented properties.
 - d. **Community Planning**—
 - **2002 Prince George’s County Approved General Plan:** This application is consistent with the 2002 *Prince George’s County Approved General Plan* Development Pattern policies for the Developing Tier by providing public facilities to support the planned development pattern.
 - **2006 Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area:** This detailed site plan conforms to the mixed land use recommendation in the 2006 *Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area* for the Broad Creek Transit Village and Medical Park. However, the vision for a pedestrian-friendly development pattern with an internal main street that bisects the subject property and its relationship to the police station is not reflected on the site plan.
 - d. **Transportation Planning**—The site is at the corner of Fort Washington Road and Livingston Road. Adequate right-of-way of 40 feet from centerline, consistent with

master plan recommendations for a collector facility, appears to exist along Fort Washington Road per property delineation on the submitted plan, although the tax map (per PGAtlas) does not reflect this. It is advisable to seek input from the Prince George's County Department of Public Works and Transportation (DPW&T) to ensure that adequate right-of-way exists along Fort Washington Road; this is important because structures associated with the use are located near the northern property line. Livingston Road is a master plan collector facility. The site has never been reviewed as a preliminary plan of subdivision; therefore, no right-of-way dedication has ever occurred along Livingston Road. While no structures associated with the use appear to be located within the ultimate right-of-way, it is advised that the plan be revised to show the ultimate right-of-way as a dashed line at 40 feet from centerline along Livingston Road.

The site plan is being done pursuant to the I-3 zoning on the site. The only special transportation-related requirement is that the site has access to a street of minimum 70 feet of right-of-way. Access to the site is onto Fort Washington Road, which is a master plan collector facility having a right-of-way of variable width, but no less than 70 feet. Section 24-107(c)(5) of the Subdivision Regulations exempts parcels being conveyed for a government use from the requirement of filing a subdivision plat, however, vehicular access and circulation are acceptable. As such, the Planning Board deems Detailed Site Plan DSP-01030-02 to be acceptable with a single revision. The vicinity map needs to be corrected to show Fort Washington Road extending eastbound from the subject site to a "T" intersection with Indian Head Highway (MD 210).

- e. **Subdivision Review**—The site plan indicates that the subject property is Parcel 194 on Tax Map 123, in Grid A-3, zoned I-3. Parcel 194 is an acreage parcel that has never been the subject of a record plat. The applicant, Prince George's County, has submitted a Detailed Site Plan, DSP-01030-02, for the development of a police station. Pursuant to Section 24-107(c)(5) of the Subdivision Regulations, a governmental agency for public use is exempt from the requirement of filing a preliminary plan of subdivision. Based on tax map records, the boundary of Parcel 194, at one time, included adjoining Parcel 251. Parcel 251 was created by deed recorded in Liber 487 Folio 57 on February 8, 1938. Therefore, the current configurations of Parcels 194 and 251 appear to be legal. There are, however, some inconsistencies with the acreage of Parcel 194. The general notes indicate that the site area is 14.61 acres, the site plan shows 14.85 acres, the deed of the property (Liber 14238 Folio 034) states 14.32 acres, and the property tax records show 13.32 acres. The applicant should provide clarification for the total acreage of the site.
- f. **Trails**—The Planning Board has reviewed the subject property for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and/or the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements.

The subject project is located in the southeast quadrant of the Fort Washington Road and Livingston Road intersection. The subject site is located to the southeast of the Broad

Creek Historic District and is located within the area called the Broad Creek Transit Village. The site is within the area covered by the 2006 *Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area* (area master plan). The site is also subject to the 2009 *Approved Countywide Master Plan of Transportation*.

Review Comments (Master Plan Compliance and Prior Approvals)

The MPOT includes several policies related to pedestrian access and the provision of sidewalks within designated centers and corridors, as well as other areas in the Developed and Developing Tiers. The Complete Streets Section includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

POLICY 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

POLICY 2: All road frontage improvements and road capital improvement projects within the developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Both the MPOT and the area master plan designate Fort Washington Road and Livingston Road as master plan bikeways. The MPOT includes the following project descriptions for these roads:

- **Livingston Road Shared-Use Bikeway and Sidewalks: Bicycle signage and safety improvements (if necessary) should be incorporated into any frontage improvements along this shared-use roadway. A segment of this road serves as a portion of the Potomac Heritage National Scenic Trail on-road bicycle route. Where the road goes through the Accokeek Town Center, standard sidewalks should be provided along both sides (MPOT, page 32).**
- **Fort Washington Road Sidewalks and Designated Bike Lanes: Provide continuous sidewalks and designated bike lanes if practical and feasible. These facilities will provide pedestrian and bike access from surrounding communities to the Fort Washington National Park, Potomac Landing Elementary School, Potomac Landing Park, and Tantallon Shopping Center. These improvements will also serve as a segment of the Potomac Heritage Trail on-road bicycle route (MPOT, page 24).**

In conformance with the 2006 *Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area* (area master plan) and the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), the applicant is hereby required to provide trail, bike and pedestrian facilities as specified.

- g. **Parks and Recreation (DPR)**—The Planning Board stated that the subject project would have no impact on existing or future parkland.
- h. **Permit Review**—Numerous permit review comments have either been addressed by revisions to the plans or conditions of this approval.
- i. **Public Facilities**—A public facility analysis for the subject project indicates that the subject site will be served by adequate public facilities within a reasonable period of time. The public facility analysis is for information only, as there is no requirement for a finding of adequate public facilities at the time of detailed site plan.
- j. **Environmental Planning**—The Planning Board has reviewed the revised detailed site plan and Type II tree conservation plan, received on December 16, 2011. The Planning Board hereby approves DSP-01030-02 and TCPII-084-01/02 subject to the conditions indicated herein.

Background

This site has been previously reviewed by the Planning Board for the following applications: Detailed Site Plan DSP-01030, which was approved with conditions; Detailed Site Plan DSP-01030/01, which was subsequently withdrawn; and Type II Tree Conservation Plans TCPII-084-01 and TCPII-084-01/01.

The site is not subject to the current provisions of Subtitle 25, Division 2 and Subtitle 27 that became effective on September 1, 2010 because the site had a previously approved detailed site plan and Type II tree conservation plan. A natural resources inventory (NRI) plan was not submitted with the application, but the project is eligible for an NRI-EL because the site has an approved detailed site plan and Type II tree conservation plan, and will be issued with this review. The site is subject to tree canopy coverage requirements found in Subtitle 25, Division 3.

The current application is for the construction of a police facility and associated site facilities.

Site Description

The 14.85-acre site is located in the I-3 Zone on the south side of Fort Washington Road, approximately 650 feet east of Indian Head Highway (MD 210). A review of the information available indicates there are streams which run adjacent to and across the property although wetlands, wetland buffers, and 100-year floodplain have not been identified. Steep and severe slopes are limited to the stream beds. No adverse noise impacts have been identified which would limit the development of this property. According to the *Prince George's County Soil Survey*, Aura gravelly loam and Keyport silt loam soils are found on this property. These soils have limitations with respect to impeded drainage and seasonally-high water tables. According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program, there

are no rare, threatened, or endangered species found to occur in the vicinity of the site. Livingston Road, along the western property boundary, is a designated historic road. According to available information, Marlboro clay is not found to occur on this property. This property is located in the Broad Creek watershed of the Potomac River basin and in the Developing Tier as reflected in the adopted General Plan. The site is entirely located in an evaluation area of the *Approved Countywide Green Infrastructure Plan*.

Review of Previously Approved Conditions

The following text addresses previously approved environmental conditions related to the subject application. The text in **BOLD** is the actual text from the previous cases or plans.

Detailed Site Plan DSP-01030 (PGCPB Resolution No. 01-127)

The original application for this case was approved by the Planning Board on June 28, 2001, subject to conditions of approval found in PGCPB Resolution No. 01-127. The conditions that are pertinent to the concerns of the Environmental Planning Section are discussed below.

1. Prior to certification of the Detailed Site Plan,

- b. The Landscape Plan shall be revised to show the following (or alternative planting approved pursuant to an application for Alternative Compliance with the Planning Director as the final approval authority as designee of the Planning Board):**
 - (1) a 30-foot-wide landscape strip planted with 37 shade trees and 365 shrubs along Fort Washington Road**
 - (2) a 30-foot-wide landscape strip planted with 21 shade trees and 210 shrubs along Livingston Road**
 - (3) a 30-foot-wide landscape buffer planted with 1,404 planting units is required along the southern property line.**
 - (4) plant materials specified in the Broad Creek Historic District, Livingston Road Streetscape Guidelines and Alternatives and the Prince George's Landscape Manual.**
 - (5) any planting required to fulfill the requirements of the Woodland Conservation and Tree Preservation Ordinance shall (to the extent possible) be planted within the above required landscape buffers.**

The landscape plan submitted with the current application appears to meet these specific landscape requirements. It should be noted that Livingston Road is a

historic road which is subject to the requirements of Section 4.6(c)(2) (Buffering Development from Special Roadways) of the Landscape Manual, and the required schedule should be placed on the landscape plan to demonstrate conformance. If additional trees or plant materials are required, they should also be plant materials specified in the Broad Creek Historic District, Livingston Road Streetscape Guidelines and Alternatives.

- c. The applicant shall increase the width of the afforestation area to 35 feet wide and the Virginia pine shall be replaced with another species such as Loblolly pine.**

Virginia pine has been removed from the reforestation/afforestation planting schedule. The planting schedule will need to be further revised to eliminate the use of Fraxinus (Ash).

- d. The TCPII shall be revised to reflect the proposed grading in the vicinity of the Stormwater Management pond and the storm drains that will direct the water to the pond. Landscaping shall be provided to lessen the visual impact from Livingston Road in the vicinity of the pond.**

No additional information regarding noise or metro-related noise and vibration impacts is required.

Environmental Review

- (1) A natural resources inventory (NRI) was not submitted with this application, which qualified for an NRI-EL due to conformance with previously approved plans for the site. The site contains regulated environmental features and an expanded stream buffer has been delineated on the TCPII plan. A NRI-EL will be issued for the site with this review.

No further information regarding existing conditions is required.

- (2) This site is subject to the 1993 Woodland Conservation Ordinance because it has a previously approved tree conservation plan that was approved under the woodland conservation requirements at that time. A revised Type II Tree Conservation Plan, TCPII-0084-01/02, has been submitted and reviewed.

The overall site has a gross tract area of 14.61 acres and, in accordance with the 1993 Woodland Conservation Ordinance, the woodland conservation requirement for the site is 2.22 acres based on 0.3 acre of clearing. The woodland conservation requirement for this site will be met through preservation and on-site afforestation. There are revisions required to the TCPII to address

technical issues: (a) A note needs to be added to the cover sheet which indicates that Livingston Road is an historic road. (b) On all sheets of the TCPII, the correct TCP number and all previous approvals must be added to the approval block. (c) On all appropriate sheets, the graphic for the expanded stream buffer should be added to the legend. (d) Green ash should be removed from the planting schedule and the afforestation detail due to the current quarantine on the Emerald Ash Borer. (e) The legend differentiated between a woodland conservation fence and a woodland afforestation fence, but no details are provided for the afforestation fencing, which should be a split rail fence or equivalent. The detail for woodland conservation fencing should be labeled to match the legend.

- (3) The site is subject to Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, which requires a minimum percentage of tree canopy coverage (TCC). Properties zoned I-3 are required to provide a minimum of ten percent of the gross tract area in tree canopy.
- (4) A submittal requirement for a detailed site plan application is a statement of justification describing how the proposed design preserves or restores regulated environmental features to the fullest extent possible, and one of the required findings is that regulated environmental features have been preserved and restored in a natural state to the fullest extent possible in accordance with the requirements of Subtitle 24-130(b)(5).

Impacts to regulated environmental features now shown on the plan are entirely consistent with the impacts approved on the original plan approval. Therefore, the Environmental Planning Section finds that the site is not subject to the requirement of a justification statement for impacts to the stream because this was not a requirement under regulation in place at the time of approval of DSP-01030.

No additional information is required concerning impacts to regulated environmental features of the site.

- (5) The site contains streams or wetland areas which may be regulated by federal and state requirements. The impacts previously approved on the site are the result of an access road to the site crossing over a stream and impacts to the expanded buffer.
- (6) According to the *Prince George's County Soil Survey*, Aura gravelly loam and Keyport silt loam soils are found on this property.

This information is provided for the applicant's benefit. A soils report may be required by the Prince George's County Department of Environmental Resources (DER) during the permit review process.

- (7) Livingston Road is a county-designated historic roadway, also referred to as “Special Roadways,” as recently defined in the MPOT. A separate viewshed analysis will not be required with this application due to the careful evaluation of landscaping and plant materials specified in the Broad Creek Historic District, Livingston Road Streetscape Guidelines and Alternatives, and the landscape plan previously approved.

The landscape plan will need to demonstrate compliance with Section 4.6(c)(2) of the Landscape Manual, Buffering Development from Special Roadways.

Environmentally-related conditions of this approval address the above concerns.

- k. **Fire Department**—The Prince George’s County Fire Department offered comment on private road design, needed accessibility, and the location and performance of fire hydrants.
- l. **Department of Public Works and Transportation (DPW&T)**—DPW&T offered the following:
- Fort Washington and Livingston Roads are master plan collector facilities and are to be improved in accordance with the County Road Ordinance, DPW&T’s specifications and Standards, and the Americans with Disabilities Act (ADA). Road dedication of 40 feet from centerline is required on the south side of Fort Washington Road and on the east side of Livingston Road. Further, DPW&T stated that compliance with DPW&T’s Utility Policy is required. Also, they stated that any proposed and/or existing master plan roadways that lie within the property limits must be addressed through coordination between The Maryland-National Capital Park and Planning Commission (M-NCPPC), the Maryland State Highway Administration (SHA), and DPW&T; that sidewalks are required along the roadway frontages in accordance with the County Road Ordinance. Further, they stated that all storm drainage systems and facilities are to be in accordance with DPW&T’s specifications and standards, but that the proposed site development is consistent with approved Stormwater Management Concept Plan 11475 2008-00, dated May 24, 2011. In closing, DPW&T stated that conformance with DPW&T’s Street Tree and Lighting specifications and standards and a soil investigation report would be required.
- m. **Maryland State Highway Administration (SHA)**—The Maryland State Highway Administration (SHA) had no comment on the subject project.
- n. **National Park Service (NPS)**—In an e-mail dated October 28, 2011, a representative of the National Park Service (NPS) stated that the proposed new police station is badly needed by the community and will add security to the adjacent Broad Creek Historic District, of which the NPS’s Harmony Hall is a central historic property. Further, the

representative stated that they support development of an appropriate police facility on the proposed site. Additionally, he offered that they wholeheartedly agree with the Broad Creek Historic District's Advisory Committee, that every effort should be made to integrate the police building's architecture and landscaping with the adjacent scenic, historic district that Livingston Road is the "gateway" to. In closing, the representative of NPS asked that stormwater management be given high priority for this facility. In explanation, he offered that the watershed is already severely impacted by adjacent development and asked that every effort be made to minimize new impervious surfaces, and implement "green" or low impact development (LID) principles at every opportunity.

In a subsequent e-mail, dated January 26, 2012, the representative of NPS stated that he would like to add the following note:

"It is extremely disappointing that the revised plans no longer envision this as a 'LEED Silver project.'" In an area with significant watershed impacts already, and on County-administered facilities, this is unacceptable.

"The proposed 30-foot landscape buffers along Livingston and Fort Washington Roads are inadequate, for a 'gateway' property into the Broad Creek Historic District, which is the County's first, and recently added to the National Register of Historic Places. Revisions to the architecture of the building are equally disappointing. While we understand that this building will serve a much-needed institutional function the architecture of the building, as a gateway property, should be more compatible with the Historic District. In particular, window treatments and choice of siding can and should be improved. This building does not need to look like a 'typical police station' to function as one?"

Regarding stormwater, he stated "While we approve of the semi-pervious parking areas and other "green treatments," we feel the design does not go far enough, and more low impact development tools should be implemented here. In particular, the stormwater pond design needs to be revisited, from both a functional and aesthetic standpoint.

Regarding the limitation of development, he stated "The current project should be designated the ultimate and final development of this site; no additional facilities should be allowed to be added to the site in the future.

- o. **Washington Suburban Sanitary Commission (WSSC)**—In an e-mail received by staff on January 4, 2012, WSSC offered comments regarding needed coordination with other buried utilities, WSSC easements, and the need for hydraulic planning analysis to precede the issuance of a system extension permit to provide service to the property. In addition, they offered detailed hydraulic and design comments.
- p. **Potomac Electric Power Company (PEPCO)**—PEPCO offered no comment on the subject project.

- q. **Broad Creek Historic District**—In an e-mail dated January 25, 2012, The Broad Creek Historic District LAC offers the following comments on the latest DSP submission for the District VII Police Station:
- “(1) The cover sheet for the distribution of the plans identifies the location as in Councilmanic District 9. It is obviously in District 8 and I have brought this to the attention of the Plans Staff on each of the previous versions of the DSP.
 - (2) The cover sheet on the DSP package stipulates that “there are no historic properties, sites...in the vicinity.” Clearly, the Broad Creek Historic District is located directly north of the proposed station.
 - (3) We concur with the overall architectural design of the building; however, we have always requested that a small cupola and weather vane be mounted on the forward portion of the top roof. It would contribute to the desired rural image of the facility. We have also suggested that the areas under the windows on the east and particularly the west elevations should be modified with the addition of cross-buck elements which would project the image of equestrian stall half doors originally incorporated in the design.
 - (4) We are greatly disappointed that the proposed DSP makes no reference to LEED design as the previous submission did. This change seems to be contradictory to the County Executive’s pledge that new construction would be green. There is also no reference to the geothermal heating and cooling system included in previous design submissions. If it no longer exists, it would seem that there should be evidence of conventional heating and cooling system elements in the exterior designs of the building. We have not found any.
 - (5) The use of pervious block surface in the over-flow parking lot is commendable, the lack of any landscaping is objectionable. In fact, there does not appear to be any reference to or compliance with the Landscape Manual in the submitted DSP. The lack of any lighting in this parking area is also a serious shortcoming.
 - (6) The five-foot by ten-foot size of the massive ground-mounted sign appears to be greatly excessive. Its location is not shown on the site plan, so it is difficult to envision how it will fit in. In any case, it should be much smaller.
 - (7) There is also some concern that the out-flow of the storm water management pond should have a much greater length of rip-rap to slow down discharge velocity and prevent serious erosion of the surface drainage ditch leading to and along Fort Washington Road west of the station.

- (8) We could find no mention of the limitation or prevention of light pollution from the pole-mounted lighting in the front of the building.
- (9) The parking lot in front of the building does not appear to include any green treatments such as rain gardens. Their inclusion would present a positive environmental image to all visitors who use the parking lot.”

12. As required by Section 27-285(b)(1) of the Zoning Ordinance, the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George’s County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use. The proposed police station comports with all dimensional and design requirements for the I-3 Zone as contained in the Zoning Ordinance. As required by Section 27-285(b)(2) of the Zoning Ordinance, the detailed site plan is in general conformance with the approved conceptual site plan for subject site.

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 Detailed Site Plan DSP-01030/02, subject to the following conditions:

- 1. Prior to signature approval of the plans, the applicant shall revise the plans for the project as follows:
 - a. The applicant shall clarify the acreage of the parcel as 14.85 or 13.32 acres and shall consistently refer to the correct acreage throughout the set of plans.
 - b. A note shall be added to the plans as follows:

“As recommended in the Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area, Livingston Road shall be designated as a Class III bikeway with appropriate signage. As Livingston Road is a county right-of-way, the applicant and the applicant’s heirs, successors, and/or assignees shall, prior to the first building permit, install one ‘share the road with a bike’ sign along the subject site’s Livingston Road frontage unless this requirement is modified by the Department of Public Works and Transportation (DPW&T).”
 - c. An additional four feet of dedication (44 feet from centerline) shall be provided along the subject site’s frontage of Fort Washington Road, if determined to be necessary by the Department of Public Works and Transportation (DPW&T). This will accommodate the 16-foot-wide curb lane necessary to accommodate the designated bike lane, per the American Association of State Highway Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities.

- d. Provide a standard sidewalk along the subject site's entire frontage of Fort Washington Road, unless modified by DPW&T.
 - e. Provide standard sidewalks along the access road from Fort Washington Road to the proposed parking lot/building entrance that connects to a sidewalk required by DPW&T in accordance with Condition 1(d).
 - f. The plans for the project shall be revised to show the ultimate right-of-way as a dashed line at 40 feet (or 44 feet, if required by DPW&T) from centerline along Livingston Road.
 - g. The coversheet and all site and landscape plans shall consistently reflect and label a 330-foot-high tower within a 100-foot-square compound enclosed by an 8-foot-tall chain-link fence, and accessed by a gravel road, as per the 2007 permit for same.
 - h. All landscape schedules shall describe the subject property as proposed to be used for a public office building (police station) and a telecommunications tower, and the buffering shall be adjusted if necessary as per the requirements of Section 4.7 of the 2010 *Prince George's County Landscape Manual*.
 - i. A Tree Canopy Coverage table shall be added to the landscape plan for the project demonstrating conformance with the requirements of the Tree Canopy Coverage Ordinance.
 - j. All mention of proposed freestanding signage shall be removed from the submitted application materials, including the plan set.
 - k. The landscape plan shall be revised in accordance with the requirements of Section 4.6(c)(2) of the 2010 *Prince George's County Landscape Manual* to demonstrate how the required buffering of the development from a special roadway is being met. The required accompanying schedule shall be included on the landscape plan demonstrating conformance.
 - l. General Note 38 shall be corrected to read: "This detailed site plan proposes 37 percent of the parking in the yard to which the building's main entrance is oriented."
2. Prior to certification of the detailed site plan, the Type II tree conservation plan (TCPII) shall be revised as follows:
- a. Add a note to the cover sheet which indicates that Livingston Road is an historic road.
 - b. On all sheets of the TCPII, show the correct number and all previous approvals in the approval block.
 - c. Show the graphic for the expanded stream buffer in the legend.

- d. Remove green ash from the planting schedule and the afforestation detail.
 - e. Provide a detail for the afforestation fencing, which should be a split rail fence or equivalent.
 - f. Label the detail for woodland conservation fencing to match the legend.
3. Prior to issuance of any permits which impact wetlands, wetland buffers, streams or Waters of the U.S., the applicant shall provide the Environmental Planning Section with copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

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.

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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 Washington, seconded by Commissioner Squire, with Commissioners Washington, Squire, Shoaff and Hewlett voting in favor of the motion, and with Commissioner Bailey absent at its regular meeting held on Thursday, March 1, 2012, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 22nd day of March 2012.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

PCB:JJ:RG:arj