



Note: Staff reports can be accessed at www.mnccppc.org/pgco/planning/plan.htm.

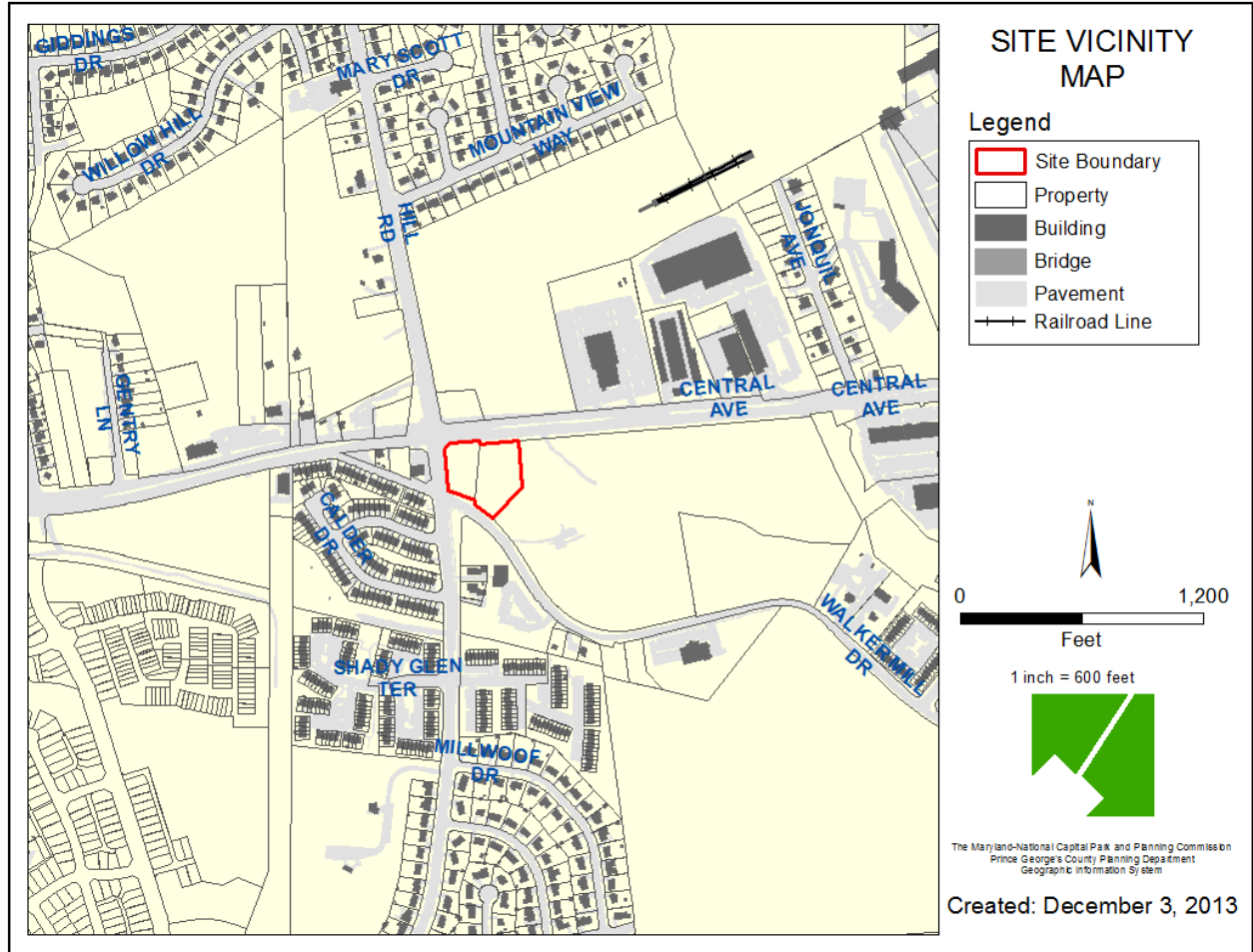
Detailed Site Plan

DSP-13047

Application	General Data	
Project Name: Shady Glen Fire Station Parcel A, Capitol Heights Shopping Center, and Parcel 194 Location: Located in the southeast quadrant of the intersection of Central Avenue (MD 214) and Shady Glen Drive. Applicant/Address: Prince George's County 9400 Peppercorn Place Largo, MD 20774	Planning Board Hearing Date:	10/23/14
	Staff Report Date:	10/09/14
	Date Accepted:	07/17/14
	Planning Board Action Limit:	10/27/14
	Plan Acreage:	2.46
	Zone:	C-S-C/D-D-O
	Dwelling Units:	N/A
	Gross Floor Area:	28,168 sq. ft.
	Planning Area:	75A
	Council District:	06
	Election District	18
	Municipality:	N/A
	200-Scale Base Map:	201SE07

Purpose of Application	Notice Dates	
A fire station and a firefighter training facility.	Informational Mailing:	12/06/13
	Acceptance Mailing:	07/14/14
	Sign Posting Deadline:	09/23/14

Staff Recommendation		Staff Reviewer: Cynthia Fenton Phone Number: 301-952-3412 E-mail: Cynthia.Fenton@ppd.mnccppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-13047
Shady Glen Fire Station
Parcel A, Capitol Heights Shopping Center, and Parcel 194

The Urban Design staff has completed the review of the subject application and appropriate referrals and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions as described in the Recommendation section of this technical staff report.

EVALUATION

The detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Prince George's County Zoning Ordinance in the Commercial Shopping Center (C-S-C) and Development District Overlay (D-D-O) Zones.
- b. The requirements of the 2004 *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Metro Areas*.
- c. The requirements of Preliminary Plan of Subdivision 4-06139.
- d. The requirements of the 2010 *Prince George's County Landscape Manual*.
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance.
- g. Referral comments.

FINDINGS

Based upon the analysis of the subject detailed site plan (DSP), the Urban Design Section recommends the following findings:

1. **Request:** The subject application is for approval of a DSP for a 13,888-square-foot fire station and a 14,280-square-foot firefighter training facility on Parcel A, Capitol Heights Shopping Center, and Parcel 194.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	C-S-C, D-D-O	C-S-C, D-D-O
Use(s)	Vacant	Fire Station and CPAT Training Facility
Acreage	2.46	2.46
Lots	0	0
Parcels	2	2
Gross Floor Area		
Fire Station	0	13,888 sq. ft.
Training Facility	0	<u>14,280 sq. ft.</u>
Total		28,168 sq. ft.

OTHER DEVELOPMENT DATA

PARKING DATA:

Parking Spaces Required

Fire Station	
1 space/dispatcher or office personnel (3 personnel)	3
2 spaces/emergency vehicle (6 vehicles)	12
1 space/4 persons in facility (15 persons)	4
1 space /4 seats in auditorium (25 seats)	<u>7</u>
Fire Station Subtotal	26
CPAT Training Facility	
1 space/3 students (21 students)	7
Total Parking Required	33
Total Parking Provided	33
Loading Spaces Required	2
Loading Spaces Provided	1

3. **Location:** The subject site is located in Planning Area 75A, Council District 6. The subject property is located in the southeast quadrant of the intersection of Central Avenue (MD 214) and Shady Glen Drive.
4. **Surrounding Uses:** The subject property is bounded to the north by Central Avenue (MD 214); to the east by vacant property zoned Commercial Office (C-O)/Development District Overlay (D-D-O) and approved for the Capitol Heights Shopping Center; to the west by Shady Glen Drive; and to the south by Walker Mill Road. Across Central Avenue to the north is Hillwood Plaza, an undeveloped commercial subdivision in the C-O Zone; to the west across Shady Glen Drive is a convenience store in the Commercial Shopping Center (C-S-C) Zone; and to the south across Walker Mill Road is a church in the One-Family Detached Residential (R-80) Zone.

5. **Previous Approvals:** The subject property was rezoned from the C-O Zone to the C-S-C Zone in the 2010 *Approved Subregion 4 Master Plan and Adopted Sectional Map Amendment* (Subregion 4 Master Plan and SMA). The site was the subject of Preliminary Plan of Subdivision 4-06139, approved by the Prince George's County Planning Board on September 4, 2009 (PGCPB Resolution No. 08-109).

The project has an approved Stormwater Management Concept Plan, 2832-2012, which is valid until October 18, 2016.

6. **Design Features:** The subject application is for approval of two structures, a fire station and firefighter training facility, located on a through-lot fronting on three roadways: Central Avenue (MD 214), Shady Glen Drive, and Walker Mill Road. The fire station is oriented toward Shady Glen Drive and the training facility is located directly behind it. Both buildings are set back from the three roadways. Access to the fire station is provided directly from Shady Glen Drive. Access to the training facility is proposed via an ingress/egress easement on the adjacent parcel. Parking is provided between the buildings along MD 214 and adjacent to the shared access driveway. A retaining wall with steel fencing is proposed to surround the sides and rear of the training facility and adjacent microbioretention facilities. The applicant is proposing an entrance/monument sign at the northwest corner of the site, within the public utility easement (PUE). The sign will need to be relocated outside of the PUE. A condition is included in the Recommendation section of this report addressing this issue.

Architecture

The Shady Glen fire station is proposed to be a one-story rectangular structure consisting of 13,888 square feet. The floor plan and exterior design elements represent a prototypical design that has been constructed in several other locations in the county including the stations at St. Joseph's Drive, Northview Drive, and Brandywine Road. The façade is modeled on the design elements of the Glenn Dale fire station. Input from the community over several meetings resulted in modifications to various elements to create a unique design. The building is to be constructed primarily of brick veneer, with a bone-colored precast stone base, with metal accent wall panels and bands. The western elevation, which faces Shady Glen Drive, is articulated with a distinctive arched glass entrance framed in an unspecified material and a wide V-shaped skylight above the four bay doors, which are embellished with two rows of small windows. Three projecting roof skylights and variations in the roofline enhance the eastern and western elevations. Brick and precast stone flat pillars between the bays and precast stone accents with crossed metal panels help provide vertical/horizontal balance on the eastern elevation. Linear skylights on the northern and southern elevations and horizontal accent banding help to break up the mass.

The firefighter Candidate Physical Ability Test (CPAT) training facility is also proposed to be a one-story rectangular structure comprising approximately 14,280 square feet with considerably less articulation and visual interest than the fire house. It will have a primarily brick veneer finish, matching that of the fire station, with bone-colored horizontal bands (precast concrete at the foundation and metal panels elsewhere) to provide a visual break in the horizontal mass. On the front and rear elevations, is a band of windows approximately 15 feet from ground level on the front façade. A red metal accent band above the entrance (that appears to match the metal accent wall panel of the fire station) and bone-colored metal panels surrounding the doorways are meant to highlight the building entrance, though the overall appearance of the building is industrial and clearly utilitarian.

On October 8, 2014, the applicant provided a materials board with the major materials proposed, to allow a more thorough review of the architecture by the Planning Board. All of the materials and colors should be labeled clearly and accurately depicted on the architectural elevations prior to certification of the plan.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County 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 Prince George's County District Council. The case will be transmitted to the District Council for mandatory review. The subject DSP has been reviewed for compliance with the requirements of the C-S-C and D-D-O Zones and the site plan design guidelines of the Zoning Ordinance.
 - a. The subject application is in conformance with the requirements of Section 27-441, which governs permitted uses in commercial zones. The proposed fire station and training facility are permitted uses in the C-S-C Zone and the 2004 *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Metro Areas* (Morgan Boulevard and Largo Town Center Sector Plan and SMA).
 - b. The DSP is in conformance with the applicable site design guidelines contained in Sections 27-283 and 27-274.
 - c. Because the D-D-O Zone does not specifically address loading standards, the Zoning Ordinance loading standards apply. The applicant is providing one loading space. Section 27-582 requires two loading spaces; therefore, a departure from parking and loading standards is required. Section 27-548.25 states: "If a use would normally require a variance or departure, separate application shall not be required, but the Planning Board shall find...that the variance or departure conforms to all applicable Development District Standards." In this case, the provision of a single loading space is justified because the size of the fire station has to accommodate the parking of fire trucks and equipment internally. This use does not necessitate the delivery of goods and products on a regular basis. In addition, the absence of one loading space will result in a more attractive environment. This departure from the number of loading spaces will not conflict with any D-D-O Zone design district standards.
8. **2004 Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Metro Areas:** The site is within the Morgan Boulevard and Largo Town Center Sector Plan and SMA. The sector plan defines long-range land use and development policies, detailed zoning changes, design standards, and a D-D-O Zone for the Central Avenue Corridor Node. The subject site is in the southern portion of the corridor node. The vision for the node is to enhance pedestrian, cyclist, and bus circulation between the two nearby metro cores. The sector plan for the corridor node at Central Avenue (MD 214) calls for development and redevelopment of higher intensity residential and nonresidential mixed uses. In general, the DSP meets the objectives of the sector plan.

Development District Amendments

Section 27-548.25(b) of the Zoning Ordinance requires that the Planning Board find that the site plan meets the applicable development district standards. The development district standards are organized into three categories: public areas, site design, and building design. The DSP meets

most of the applicable standards with the exception of several development district standards for which the applicant has requested an amendment. The applicant has submitted a statement of justification that provides explanations for proposed alternative standards where an amendment to the development standards is requested. In order to allow the plan to deviate from the development district standards, the alternative development district standards must benefit the development and the development district, and will not substantially impair implementation of the sector plan. The amendments that the applicant has requested are discussed below.

SITE DESIGN

Building Siting and Setbacks

- A. Buildings shall front on the street edge and shall be located within an appropriate distance from the edge of the curb. Appropriate ranges for front build-to lines from the street edge are as follows:**
 - 3. In Subarea 2 of the Largo town Center core area and in the Central Avenue Corridor Node area, all new buildings shall be located within 10 to 16 feet of the edge of the curb.**

Both proposed buildings are set back from the street edge. The training facility is set back 66 feet from MD 214. The fire station is set back 81 feet from MD 214, 73 feet from Shady Glen Drive, and 36.5 feet from Walker Mill Drive.

Both buildings are proposed on a “through” lot, fronting on three separate roads. Given the size and shape of the lot, the nature of the proposed use at this location (which is consistent with the sector plan), and access considerations, it would not be feasible to satisfy the build-to requirements on the three roadways. The fire station must set back from the street to accommodate and maneuver fire and rescue equipment both at its front and rear; this results in the training facility, due to its size and configuration, having to be set back from the other two roadways. Staff finds that the alternative design as proposed will not substantially impair implementation of the sector plan.

- D. Building façades shall occupy a minimum of:**
 - 3. 50 percent of the property’s street-facing frontage in the Central Avenue Corridor Node area.**

The fire station is in compliance with this requirement along Shady Glen Drive as the building is 162 feet wide along 200 feet of its frontage. However, the property also has frontage on MD 214 and Walker Mill Drive where the buildings do not meet the standard. The alternative design as proposed will not substantially impair implementation of the sector plan.

Parking and Loading Area Design

- A. Surface parking lots shall not be located between the main building on a lot and the street. Parking lots should be located to the rear of buildings. When this is not possible or feasible, parking should be located to the side or rear to the extent possible. In no case may surface parking areas occupy more than 30 percent of the frontage of the lot.**

As noted previously, the subject property is a “through lot” which makes strict conformance to this standard impractical. Parking is proposed along portions of the MD 214 and Walker Mill Drive frontages. Parking along MD 214 will be screened by a three- to four-foot-high retaining wall, and the parking area along Walker Mill Drive will be buffered by a six-foot-high steel fence and landscaping. Staff finds that this design departure from strict conformance with the standard will not substantially impair implementation of the sector plan.

L. Parking lots shall be screened from roadways and public areas (such as sidewalks, plazas, and abutting open space) with appropriate landscaping, a continuous, low masonry wall, or other appropriate screening techniques. Landscaping shall be provided in surface parking lots, as follows:

- 1. A landscaped strip consisting of a minimum four-foot-wide landscaped strip between the right-of-way line and the parking lot, with a brick, stone, or finished concrete wall between 36 and 48 inches in height shall be provided to screen the parking lot. The wall shall be located adjacent to but entirely outside the four-foot-wide landscaped strip. Plant with a minimum of one shade tree per 35 linear feet of frontage, excluding driveway openings, and with a mixture of evergreen groundcover and low shrubs planted between the shade trees.**

The applicant has provided a variable-width landscaped strip in response to the above standard on the perimeter of the parking area along Walker Mill Drive. The D-D-O Zone standard above modifies the 2010 *Prince George’s County Landscape Manual* (Landscape Manual) standard (Section 4.2, Requirements for Landscape Strips along Streets) to reduce the width of the landscaped strip while requiring a wall to increase the amount of buildable area and encourage higher densities in the corridor node. A wall is not proposed along the edge of the parking area fronting on Walker Mill Drive; however, the provision of a six-foot-high steel fence, in addition to significant landscaping, is an acceptable alternative to a wall. The applicant has provided a landscaped strip and a four-foot-high retaining wall along MD 214. Staff finds the departure from strict conformance with this standard will not substantially impair implementation of the sector plan. The finish material for the retaining walls is shown as concrete. It is recommended that the retaining walls be finished in brick in a color consistent with the proposed buildings as they will be highly visible from adjoining roadways or the shopping center. In addition, the fence and the fence/wall combination heights should be a consistent height to avoid multiple fence heights along a continuous line. Adjustments to the heights of the fencing and walls should be done prior to certificate of approval.

BUILDING DESIGN

Height, Scale, and Massing

- C. For the Central Avenue Corridor Node area, buildings shall be between two and four stories in height. The shopping center on the Santos/Zimmer properties shall be anchored by a national grocery chain store, a food or**

beverage store, which includes a bakery, pharmacy, deli, and seafood counters. No store on the Santos/Zimmer properties may exceed 125,000 square feet gross floor area.

The proposed buildings in the subject DSP are single-story and therefore do not technically meet the height, scale, and massing standard. The standard calls for a building height of two to four stories because the property is within the corridor node. The applicant has responded to this comment by indicating that the proposed buildings are 25 feet in height, providing the appearance of a two-story structure. Moreover, the sector plan recognized that a public facility was recommended for the site. Staff believes that this departure from strict conformance with the standard will not substantially impair implementation of the sector plan.

Materials and Architectural Details

- D. Low quality materials such as standard smooth-faced concrete masonry units, prefabricated metal panels, and exterior insulation and finish systems (EIFS) shall not be used. Imitation or synthetic exterior building materials, which simulate the appearance of natural materials, should be avoided.**

The proposed buildings are finished with a combination of brick, metal panels, and precast stone. EIFS is also shown as an accent material on the fire station. The elevations are generally acceptable, but the use of metal panels and EIFS is prohibited by the standard above.

The reason exterior insulation and finishing system (EIFS) is not recommended in the sector plan is that this type of finish material is not a durable material. It is easily punctured and should not be used along the base or within reach of any buildings.

According to the rendered elevations for the fire station, it appears that EIFS accounts for a minimal percentage of wall surface; it is provided only as a horizontal band wrapping around the southern elevation and as an accent material on the western elevation.

Staff finds the use of both metal panels and EIFS generally acceptable since they are used as accent features and, therefore, their use will not substantially impair implementation of the sector plan.

Projections and Recesses

- A. Buildings shall be articulated with wall plane projections, recesses, or offsets on façades greater than 80 feet in length along any one side of the building.**

As noted in Finding 6, the fire station elevations present prototypical design elements that have been constructed in other locations in the county. It is constructed primarily of brick, with a distinctive arched glass entrance, and includes multiple projections, recesses, and variations in roofline. The elevations fully comply with the sector plan desire for unique public buildings that convey a sense of civic pride.

The training facility is rectangular in shape, with a standing metal seam roof and a band of small windows on the upper portion of the front façade. Horizontal metal bands in a light neutral color wrap the building, providing some visual relief to a relatively long flat

building. A red metal band and a surround of light-colored metal are meant to highlight the building entrance. The training facility will be located behind the fire station, and it is understood that the building is utilitarian in nature based on its purpose. However, additional articulation of the building entrance, at a minimum, is desirable to give it less of an industrial feel and to “create a greater sense of comfort and proper proportion... [and] highlight building entrances” as desired in the sector plan (page 112). The applicant should enhance the building entrance and give it a more appealing appearance. Suggestions include providing a variety of complementary natural building materials as recommended in the sector plan, and/or provide other modest decorative enhancements such as an awning or other projection. A condition to address this is included in the Recommendation section of this report.

PUBLIC AND PRIVATE OPEN SPACES

Sidewalks, Crosswalks and Trails

- C. Sidewalks shall be wide enough to accommodate pedestrians, street amenities, and bicyclists (where in-road facilities do not exist), as follows:**
 - 3. Sidewalks in the central Avenue Corridor Node area shall be a minimum of five feet wide.**

New five-foot-wide sidewalks are proposed along the entire frontage of the property on Shady Glen Drive and Walker Mill Drive in conformance with the standard. The existing sidewalk along MD 214, which the applicant proposes to retain, ranges in width between four feet, eight inches and four feet, nine inches. It is noted in the referral comments from the Maryland State Highway Administration (SHA) that the existing sidewalk along MD 214 is not ADA (Americans with Disabilities Act) compliant and will be required to be upgraded. Therefore, this amendment is not supported and the applicant should modify the plans to show a replacement of the existing sidewalk with the required D-D-O Zone five-foot-wide sidewalk and provide ADA requirements in conformance with SHA standards.

Other Issues Warranting Discussion

The applicant has not requested an amendment from Parking and Loading Area Design L3, the standard for the interior planting of parking areas (shown below). As noted in Finding 10 below, landscape schedules are provided referencing current Landscape Manual requirements, including those for the interior planting of parking areas. It appears that the site plan is in conformance with the D-D-O Zone requirement; however, the landscape schedule should be revised to delete references to the Landscape Manual, Section 4.3, and indicate conformance with the D-D-O standard below to show the percentage of required and provided interior planting areas.

Parking and Loading Area Design

- 3. Interior planting shall be required for any parking lot which is 6,000 square feet or larger. A minimum of nine percent of the lot must be interior planting area. For purposes of calculation, all areas within the perimeter of the parking lot shall be counted, including planting islands, curbed areas, corner areas, parking spaces, and all interior driveways and aisles except those with no parking spaces located on either side. Landscaped areas**

situated outside the parking lot, such as peripheral areas and areas surrounding buildings, may not be counted as interior planting area.

In addition, the Landscape Manual schedules for Sections 4.2 and 4.7 should be deleted from the landscape plan since the D-D-O Zone provides corresponding landscaping standards and exempts the site from those sections of the Landscape Manual.

It is also noted that the Morgan Boulevard D-D-O Zone compliance sheet, CS 502, should be revised to show that the number of parking spaces is in compliance with D-D-O Zone Parking Requirements, Standards A and B.

9. **Preliminary Plan of Subdivision 4-06139:** On September 4, 2009, the Planning Board adopted the resolution of approval for Preliminary Plan of Subdivision 4-06139 (PGCPB No. 8-109) for Parcel A, Capitol Heights Shopping Center, subject to 21 conditions. The following conditions are relevant to the review of this application:

6. **Development of this subdivision shall be in compliance with approved Type I Tree Conservation Plan (TCPI/26/06). The following note shall be placed on the final plat of subdivision...**

Record Plat MMB 253-91 established a conservation easement within the subject area of the preliminary plan which is not located within Parcel A. The DSP is in conformance with the approved Type I tree conservation plan (TCPI). Discussion of Type 2 Tree Conservation Plan TCP2-034-12 is found in Finding 11 of this report.

12. **The applicant, the applicant's heirs, successors and or assignees shall provide a standard sidewalk a minimum of five-feet wide along the property's entire street frontage of Walker Mill Drive. The sidewalk shall be set back from the curb edge with a green, landscaped strip of at least five feet in width, unless modified by DPW&T.**

The DSP depicts a new five-foot-wide sidewalk along the frontage of Parcel A on Walker Mill Drive.

14. **Prior to the final plat for Parcel B, the applicant, the applicant's heirs, successors and/or assignees shall convey to the Prince George's County Government 1.48± acres of land (Parcel A). The applicant, the applicant's heirs, successors and/or assignees shall submit executed deeds of conveyance by all parties for Parcel A prior to approval of the final plat.**

Parcel A was conveyed to the Prince George's County Government per a deed recorded in Liber 32784 at Folio 294 of the County Land Records.

15. **The development of this property shall be in accordance with the conditions set forth in Zoning Ordinance No. 2-2005.**

On February 14, 2005, the District Council approved the rezoning of Parcel A from the I-1 Zone to the C-S-C Zone via Zoning Ordinance No. 2-2005, subject to two conditions relating specifically to the proposed shopping center. The current application for a public safety facility is not subject to those conditions.

- 16. MD 214/Shady Glen Drive/Hill Road: Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances through either private money or full funding in the county's capital program, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:**

 - a. Provision of an exclusive southbound right-turn, a thru lane, and double left-turn approach lanes along Hill Road, per DPW&T standards.**
 - b. Provision of double left turn lanes, a thru lane and a shared thru-right-turn lane along northbound Shady Glen Road, per DPW&T standards, and**
 - c. Provision of any intersection improvements and signal modifications as deemed necessary by the SHA and/or DPW&T.**
- 17. MD 214 at Ritchie Road: Prior to the issuance of any building permits within the subject property, the following improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:**

 - a. Provision of a second left turn lane along MD 214 westbound, the recommended restriping of Ritchie Road approaches to provide for double left-turn lanes on both approaches, and provision of any additional signal modifications deemed necessary by the SHA and/or DPW&T.**
- 18. Walker Mill Drive at Shady Glen Road: Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:**

 - a. Provision of a westbound exclusive right turn lane with appropriate storage lane, per DPW&T standards, and**
 - b. Provision of a southbound exclusive left turn lane, per DPW&T standards.**
- 19. Central Avenue and Site Access: Prior to the issuance of any building permits within the subject property, the applicant shall obtain access approval from the SHA and shall demonstrate to the M-NCPPC, Transportation Planning Section, that all needed improvements, and the provision of a traffic signal, if approved by SHA shall (a) have full financial assurances, (b) have been permitted for construction by the SHA Access Permit Division, and (c) have an agreed-upon timetable for construction with the SHA.**

Conditions 16, 17, 18, and 19 of the preliminary plan refer to intersection improvements required at four locations prior to issuance of building permits. There is a Planning Board finding that "The development of the Fire Station itself is not part of this preliminary plan application, and the gross floor area of the proposed Fire/EMS Station has not been provided to the Planning Department."

21. **Total development of Parcel A, excluding a public safety facility by the County, and Parcel B within the subject property shall be limited to uses which would generate no more than 621 AM, 1,612 PM, and 1,545 weekend peak hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

There is a Planning Board finding that “Condition 21 does not include any restrictions for the future development of the fire/EMS station building on Parcel A, and it is not the Planning Department’s intention to require a new preliminary plan for the future development of the fire/EMS station.” Given this finding, it appears that this condition was intended to apply to the approved retail component, not to the public safety facility. Therefore, the trip cap on the Capitol Heights Shopping Center excludes the public safety facility.

10. **2010 Prince George’s County Landscape Manual:** Per Section 27-548.23 of the Zoning Ordinance, landscaping and screening for applications within the development district are subject to standards within the D-D-O. Except as provided elsewhere in the development district, Sections 4.2, 4.3, 4.4, 4.6, and 4.7 do not apply within the development district (p. 103 of the sector plan). The site is subject to Section 4.9, Sustainable Landscaping Requirements.

As noted in Finding 8, the applicant provided a Landscape Plan with schedules that indicate conformance to sections of the 2010 *Prince George’s County Landscape Manual* that are specifically exempted by the sector plan. The schedules for Sections 4.2, 4.3, and 4.7 should be removed to avoid confusion. The DSP is subject, however, to Section 4.9, Sustainable Landscape Requirements, of the Landscape Manual and the applicant has provided a schedule indicating conformance by providing 100 percent native species.

11. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** The site is subject to the provisions of the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and contains more than 10,000 square feet of existing woodland.

The DSP proposes to clear all of the on-site woodlands. The woodland conservation worksheet shows a woodland conservation requirement of 0.64 acre proposed to be met with a fee-in-lieu into the Prince George’s County Woodland Conservation fund in the amount of \$787.84. Staff supports the proposed plan to meet the entire requirement by paying into the woodland fund because the requirement is less than one acre.

Type 2 Tree Conservation Plan TCP2-034-12 shows five specimen trees to be removed as part of the proposed development. These five trees were previously approved for removal with the previous TCP2 approval in August 26, 2013. No variance to remove these trees is required at this time. The TCP case number on the plan needs to be revised to “034-12” in the approval block. Several of the general notes need to be revised to add the required information. The legend needs to be revised to add symbols for paved areas, bioretention facilities, proposed buildings, bollards, existing contours, and proposed contours. It is recommended that, prior to certification of the DSP, the TCP2 shall be revised as stated in Condition 2 in the Recommendation section of this report.

12. **Prince George’s County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on

projects that require a grading or building permit for more than 5,000 square feet of disturbance. Properties that are zoned C-S-C are required to provide a minimum of ten percent of the gross tract area in tree canopy. The subject property is 2.46 acres, resulting in a TCC requirement of 10,716 square feet. The TCC schedule should be revised to indicate the site is 2.46, rather than 2.45 acres, and the correct requirement. The total proposed tree canopy coverage of 12,125 square feet exceeds the minimum requirement.

13. **Referral Comments:** The subject application was referred to the following agencies and divisions. The referral comments are summarized as follows:
- a. **Historic Preservation Section**—In an e-mail dated July 22, 2014, the Historic Preservation Section indicated that the proposed development would have no impact on historic sites or resources.
 - b. **Community Planning Division**—In a memorandum dated August 19, 2014, the Community Planning Division provided the following summarized analysis:
 - (1) The proposed development conforms to the fire station designation of the 2010 Subregion 4 Master Plan and SMA and the 2008 *Approved Public Safety Facilities Master Plan* for the site.
 - (2) The subject property is located within the Joint Base Andrews (JBA) Interim Land Use Control (ILUC) impact area. The property is within Imaginary Surface B, establishing a height limit of 455 feet above the runway surface. This property is outside of the 65 dBA Ldn noise contours, so noise attenuation is not required. The property is not in an accident potential zone, so no controls on use or density are required. Although these categories should not impact the proposed development, they should be noted on the DSP.
 - (3) The ILUC language above is recommended to be added to General Note 22. The subject property is within a D-D-O Zone and is subject to the development standards of the Morgan Boulevard and Largo Town Center Development District, particularly the Central Avenue Corridor Node. Revisions to the plan elevations for the CPAT facility were made in response to previous comments by the Community Planning Division. This report has addressed all of the deviations from the applicable D-D-O Zone standards and recommends that the Planning Board approve the proposed development standard amendments found in the Recommendation section of this report in light of the nature and function of the proposed facilities.
 - c. **Permit Review Section**—In a memorandum dated July 31, 2014, the Permit Review Section offered numerous comments that have been addressed either by revisions to the plan or in the recommended conditions below.
 - d. **Environmental Planning Section**—In a memorandum dated September 10, 2014, the Environmental Planning Section provided comments on the above-referenced DSP application, stamped as received on July 17, 2014.
 - (1) The Environmental Planning Section has previously reviewed the site as part of a larger site with Natural Resources Inventory NRI-001-06; Preliminary Plans 4-05088, 4-06139; Type I Tree Conservation Plan TCPI-026-06; Detailed Site

Plan DSP-06015; and Type II Tree Conservation Plan TCPII-009-09 for a shopping center. Subsequent to the approval of TCPII-009-09, the subject site was conveyed to Prince George's County and was later administratively separated from that TCPII. The subject site was then reviewed for a Natural Resources Inventory (NRI-136-12) and a Type 2 Tree Conservation Plan (TCP2-034-12). An adjacent parcel to the east once contained Parcel A of the subject property.

- (2) The site is characterized by terrain sloping toward the east and drains off-site into unnamed tributaries of the Southwest Branch watershed in the Patuxent River basin. A review of available information indicates that there are areas of steep slopes on-site, but no areas of streams, wetlands, and 100-year floodplain and their associated buffers located on the property. There are no Marlboro clays located on or adjacent to the subject property. According to GIS information obtained from the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or within the vicinity of this property.
- (3) The DSP application included a signed Natural Resources Inventory (NRI-136-12) dated August 26, 2013. The current NRI correctly shows all of the required information.
- (4) Walker Mill Drive is a designated historic road and has the functional classification of a primary roadway. Any improvements within the right-of-way of a historic road are subject to approval by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) under the *Design Guidelines and Standards for Scenic and Historic Roads*. Roadway design criteria will be determined for the roadway by DPIE with consideration for any scenic or historic features which may be identified.
- (5) The stormwater management design is conceptually and technically required to be reviewed and approved by DPIE to address surface water runoff issues in accordance with Subtitle 32, Water Quality Resources and Grading Code, which requires that environmental site design be implemented to the maximum extent practicable. An approved Stormwater Management Concept Plan (2832-2012-00) covers the entire project area. The plan proposes five microbioretention facilities and one bioretention facility that will drain into both an off-site swale and to the county stormdrain system within the adjacent roadways. Additionally, the approval letter indicates that the site will be charged a fee-in-lieu (\$8,160.00) of on-site stormwater management. The site design is correctly shown on the DSP and TCP2.
- (6) The current application is for a fire station and a firefighter training facility. The only anticipated outdoor noise impacts are associated with sirens from the emergency vehicles, which are anticipated due to the operation of the facility. No other noise impacts are expected. Because no residential uses are proposed for this application, noise mitigation is not required.

- e. **Transportation Planning Section**—In a memorandum dated August 15, 2014, the Transportation Planning Section provided the following summarized comments on the DSP:

- (1) The site is within the D-D-O Zone boundaries established by the Morgan Boulevard and Largo Town Center Sector Plan and SMA and has to meet the standards of the D-D-O Zone.
- (2) A portion of the site, Parcel A, was the subject of Preliminary Plan 4-06139 and Detailed Site Plan DSP-06015.

Condition 12 of the preliminary plan states:

- 12. The applicant, the applicant's heirs, successors and or assignees shall provide a standard sidewalk a minimum of five-feet wide along the property's entire street frontage of Walker Mill Drive. The sidewalk shall be set back from the curb edge with a green, landscaped strip of at least five feet in width, unless modified by DPW&T.**

The sidewalk and landscaped strip are shown on the site plan along Walker Mill Drive.

- (3) There were no transportation conditions in DSP-06015.
- (4) The site is adjacent to three master plan roadways: Central Avenue (MD 214), Shady Glen Drive, and Walker Mill Drive. They are listed in the Subregion 4 Master Plan and SMA. Central Avenue (MD 214), an arterial roadway, is listed with a right-of-way width of 120 to 150 feet. Shady Glen Road is a collector with a right-of-way of 80 feet and Walker Mill Drive is listed as a primary road with 60 feet of right-of-way. Additional right-of-way is accurately shown on the site plan for all three roadways.
- (5) On-site circulation and parking is adequate. Walker Mill Drive is incorrectly labeled Walker Mill Road on the site plans. All plans shall be modified to correctly label this roadway. It is noted that Shady Glen Drive is also incorrectly labeled as Shady Glen Road.
- (6) As noted above, the site is subject to the D-D-O Zone standards within the Morgan Boulevard and Largo Town Center Sector Plan and SMA. It is noted that five-foot wide sidewalks are required, although the applicant is proposing to retain a section of the existing sidewalk along Central Avenue that is less than five feet wide. The applicant will be required to upgrade the sidewalk to be ADA compliant per SHA.

Conclusion

From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a DSP as described in Section 27-285 of the Zoning Ordinance. The plans should be required to show right-of-way widths on the plan for Central Avenue (MD 214) and to modify all of the plans to correctly label Shady Glen Drive and Walker Mill Drive.

- f. **Trails**—In a memorandum dated September 26, 2014, the trails coordinator offered the following summarized comments:

The subject site includes a standard sidewalk along Central Avenue (MD 214). A narrow sidewalk exists along Shady Glen Road and no sidewalk exists along Walker Mill Road. The subject application is proposing to replace the sidewalk along Shady Glen Road and construct a new sidewalk along Walker Mill Road.

The sidewalks shown on the submitted DSP fulfill the recommendations of the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and area master plan. Consideration for pavement markings for bicycles along MD 214 can be considered by SHA at the time of road resurfacing, consistent with SHA's recently approved Bicycle Policy and Design Guidelines. With the additional dedication proposed by the applicant, it appears that the necessary right-of-way will be present to accommodate future bike lanes.

The Transportation Planning Section further concurs with the applicant's September 9, 2014 memorandum (from Haller to Fenton) that sufficient right-of-way has been dedicated along Walker Mill Road and Shady Glen Road to accommodate future bike lanes. Dedication occurred along these roads in 2011 and the space provided is sufficient to accommodate bike lanes (or other on-road bicycle treatment) as part of a future DPW&T road improvement project. However, due to the subject site's limited amount of frontage along both roads, the provision of fragment bike lanes along the subject property's frontages may not be practical. These facilities will be considered by DPW&T in their review of the plans at the time of permit review.

The frontage improvements and sidewalks as reflected on the submitted DSP are adequate, meet the intent of the MPOT and area master plan, and fulfill the prior condition of Preliminary Plan 4-06139 for the shopping center. From the standpoint of non-motorized transportation, it is determined that this plan is acceptable, fulfills the intent of applicable master plans and functional plans, fulfills prior conditions of approval, and meets the finding required for a DSP as described in Section 27-285 of the Zoning Ordinance. No recommended conditions of approval are necessary regarding bicycle or pedestrian facilities.

- g. **Subdivision Review Section**—The Subdivision Review Section provided an analysis of the DSP's conformance with Preliminary Plan of Subdivision 4-06139 in a memorandum dated August 4, 2014.

The subject property is composed of two parcels: Parcel A, Capitol Heights Shopping Center, recorded on April 29, 2011 as Plat MMB 253-91, and an acreage parcel (Parcel 194) recorded in Liber 12652 Folio 414, both in the County Land Records. The property is located on Tax Map 66 in Grid F-4, and is approximately 2.46 acres. The site is currently unimproved. The purpose of this DSP is to construct 28,168 square feet of gross floor area for a county fire station and firefighter training facility. Pursuant to Section 24-107(c)(5) of the Subdivision Regulations, the site is exempt from the requirement of filing a preliminary plan because the conveyances for Parcel A and the acreage parcel were to a government agency and the subsequent development is for a public use, a fire station.

Parcel A is the subject of Preliminary Plan 4-06139 for the Capitol Heights Shopping Center. The Planning Board adopted the resolution of approval (PGCPB No. 08-109) on September 4, 2009. The record plats contain ten notes, and the following note in **bold** relates to the review of this application:

7. **Development of this property must conform to the detailed site plan which was approved by the Prince George's County Planning Board on February 4, 2010, DSP-06015, or as amended by any subsequent revisions thereto.**

While Parcel A is included within the boundary of DSP-06015, no proposed development is shown within the parcel on that site plan. The subject DSP, however, shows access to the training facility through the adjacent Parcel B, via a proposed ingress/egress easement, which is depicted in the previously approved DSP-06015. It is noted that, at the time of preliminary plan approval, Parcel 194 had frontage along and direct vehicular access to Shady Glen Drive. The shared access via the shopping center property contemplated by the DSP was considered adjunct access. Prior to certification of the current DSP, the executed deed for the ingress/egress easement should be submitted to staff for review, and the liber/folio should be reflected on the plan.

The DSP shows proposed right-of-way dedication for Shady Glen Road and Central Avenue (MD 214). The square footage of the proposed dedication is not provided on the plan and should be.

The Subdivision Section recommends Conditions 1.a., d., and 3 in the Recommendation section of this report. It should be noted that failure of the site plan and record plat to match (including bearings, distances, and lot sizes) will result in permits being placed on hold until the plans are corrected. There are no other subdivision issues at this time.

- h. **Prince George's County Health Department**—In a memorandum dated September 12, 2014, the Environmental Protection and Policy Program of the Prince George's County Health department stated that they completed a health impact assessment review of the DSP and offered the following comments:
 - (1) Scientific research has demonstrated that a high-quality pedestrian environment can support walking both for utilitarian purposes and for pleasure, leading to positive outcomes. The site will provide new sidewalks along the entire frontage of the subject property on Walker Mill Road and Shady Glen Road, offering safe pedestrian access.
 - (2) Living in proximity to green space is associated with reduced self-reported health symptoms, better self-rated health, and higher scores on general health questionnaires. The site proposes approximately 12 percent of tree canopy coverage area; this will be an added health benefit to the surrounding community.
 - (3) There is an increasing body of scientific research suggesting that artificial light pollution can have lasting adverse impacts on human health. The site is in compliance with the lighting standards for the D-D-O Zone of Morgan Boulevard. This standard requires lighting that “improves visibility while minimizing light spillover to other properties.”

Comment: A condition has been added to the Recommendation section of this report requiring full cut-off lighting fixtures.

- (4) During the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
- (5) During the demolition/construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

Comment: A condition has been added to the Recommendation section of this report requiring the applicant to add notes to the plans indicating that they will comply with the above conditions relating to dust and noise during construction.

- i. **Prince George's County Police Department**—In a memorandum dated July 29, 2014, the Police Department stated there is no crime prevention through environmental design (CPTED) concerns.
- j. **Verizon**—In an e-mail dated July 31, 2014, Verizon indicated that it will require a ten-foot-wide public utility easement (PUE), adjacent, parallel, and contiguous to the right-of-way along all public roads, free and clear of any surface obstructions. The trench area should not be graded to a slope greater than 4:1. The plans are in conformance with this requirement.

Comment: The portion of the PUE along Walker Mill Drive was created by Plat MMB 233-91, but should be reestablished. The remaining PUE should be shown on the DSP as continuous, with no gaps. Additional discussion of the PUE in regard to DPIE's review of the plan is found in Finding 13.m.(4).

- k. **Potomac Electric Power Company (PEPCO)**—In an e-mail dated July 23, 2014, PEPCO indicated that there is one pole and possibly two along Shady Glen Drive that will require relocating at the applicant's expense. Concern was expressed that the landscape plan shows Willow Oaks to be planted along Shady Glen Drive, which will interfere with existing electric lines.

Comment: The landscape plan has been revised to show White Fringetree in this location.

- l. **Washington Suburban Sanitary Commission (WSSC)**—No memorandum was received from WSSC with regard to the subject application.
- m. **Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated September 24, 2014, DPIE provided the following summarized comments:
 - (1) Shady Glen Drive and Walker Mill Drive are both county-maintained roadways. The developer shall provide additional roadway dedication along Shady Glen Road as required for master-planned collector roadway and required turn lanes,

sidewalks and other road improvements. The proposed right-of-way dedication along Shady Glen Drive and Walker Mill Drive, as shown on the DSP appears to be adequate. Frontage improvements will be required along Shady Glen Drive and Walker Mill Road as specified by DPIE.

Comment: The proposed right-of-dedication adjacent to the shared access driveway is not required and should be deleted. Any adjustments to the square footage for dedication of roadway and to the total site area should be reflected on the plan accurately.

- (2) The proposed site development is consistent with approved Stormwater Management Concept Plan 2832-2012.
- (3) The shared access located on Walker Mill Road is to be 30 feet wide as specified in the approved concept letter.

Comment: It is noted that the DSP shows the shared access as 24 feet wide; however, the access road is on the adjacent parcel (Parcel B) and is not included in this DSP. Therefore, the applicant should work with DPIE to clarify this requirement. It may result in widening of the access road within the limits of DSP-06014.

- (4) The ten-foot-wide PUE should be shown on the entire property. The proposed microbioretention facilities are not allowed to encroach on the PUE. The proposed right-of-way dedication may need to be modified slightly to ensure that the PUE is continuous.

Comment: The microbioretention facilities should not encroach on the required PUE. The PUE is not continuous in two locations, at the northwest corner of the site and along Walker Mill Drive where the property boundaries dog-leg. The plans should be revised to show a continuous PUE. This may result in the proposed entrance sign having to be relocated, as it is not permitted in the PUE.

- (5) Existing utilities may require relocation and/or adjustment. Coordination with the various utility companies is required.
- (6) All storm drainage systems and facilities are to be in accordance with the Prince George's County Department of Environment and DPW&T specifications and standards.
- (7) Conformance with DPW&T street tree and street lighting specifications and standards is required.
- (8) Additional comments were also provided regarding stormwater management, off-site easements, and additional information that will be required at the time of permit review.

n. **Maryland State Highway Administration (SHA)**—In a letter dated August 13, 2014, SHA provided the following summarized comments:

- (1) The existing sidewalk along MD 214 is not ADA compliant and is required to be upgraded.

- (2) Provide a hydraulic analysis for the existing and proposed conditions, including drainage area maps and supporting computations and local agency's plans, reports, approvals, and/or waivers for stormwater management and erosion/sediment control. Further comments from the SHA hydraulic reviewer will be provided on the subsequent submission. Include all of the materials on the CD required in the subsequent submission.
- (3) The applicant shall refer to the most recent versions of the SHA Environmental Guide for Access and District Permit Applicants, the SHA Landscape Design Guide, the SHA Landscape Estimating Manual, and the SHA Preferred Plant List for proposed landscaping within the state's right-of-way. Further comments concerning the proposed landscaping will be provided upon receipt of the formal pre-permit plan review submission.
- (4) It is noted that right-of-way dedication is proposed along the MD 214 frontage. SHA requires that right-of-way/easement donations be platted to SHA standards.

Comment: Further review by SHA will be undertaken at the time of access permit application.

- o. **Town of Seat Pleasant**—At the time of the writing this report, the Town of Seat Pleasant had not provided written comment on this application.
14. Based on the foregoing analysis and as required by Section 27-548.25(b) of the Zoning Ordinance, the detailed site plan will, if approved with the proposed conditions below, meet all of the applicable development district standards.
15. As stated in Section 27-548.25(e), Site Plan Approval, of the Zoning Ordinance, the use would normally require a departure, and separate application is not required. Staff recommends that the Planning Board find in its approval of the subject site plan that the requested departure for one loading space conforms to all of the applicable development district standards.
16. Based on the foregoing and as required by Section 27-285(b)(1) of the Zoning Ordinance, staff recommends that the Planning Board find that 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.
17. Section 27-285(b)(4) of the Zoning Ordinance provides the following required finding for approval of a detailed site plan:
 - (4) **The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).**

The site does not contain any regulated environmental features; therefore, this finding is not applicable.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-13047 for the Shady Glen Fire Station as follows:

- A. APPROVAL of the alternative development district standards for:
 - 1. Site Design, Building Siting and Setback, Standard A3: to allow the placement of buildings beyond 10–16 feet of the edge of the curb as follows: the training facility is allowed to be set back approximately 66 feet from Central Avenue (MD 214); and the fire station is allowed to be set back approximately 81 feet from Central Avenue (MD 214), approximately 73 feet from Shady Glen Drive, and approximately 36.5 feet from Walker Mill Drive.
 - 2. Site Design, Building Siting and Setback, Standard D3: to allow less than 50 percent of building façade along the property’s street-facing frontage along Central Avenue (MD 214) and Walker Mill Drive, as shown on the site plan.
 - 3. Site Design, Parking and Loading Area Design, Standards A and B: to allow surface parking between the main building and a street, and parking which occupies more than 30 percent of the lot frontage, as shown on the site plan.
 - 4. Site Design, Parking and Loading Area Design, Standard L.1: to allow a six-foot-high steel fence in conjunction with significant landscaping in place of a wall along Walker Mill Drive.
 - 5. Building Design, Height, Scale and Massing, Standard C: to allow buildings with a minimum height of 25 feet.
 - 6. Building Design, Materials and Architectural Details, Standard D: to allow exterior insulation and finishing system (EIFS) and metal panels to be included as exterior finishing materials as shown on the architectural elevations.
 - 7. Building Design, Projections and Recesses, Standard A: to allow the proposed fire training facility architecture as shown in the plan, subject to Condition 1.q.
- B. DENIAL of the alternate development district standard for Sidewalks, Crosswalks and Trails, Standard C.
- C. APPROVAL of Detailed Site Plan DSP-13047, Type 2 Tree Conservation Plan TCP2-034-12-01, and a departure from the number of loading spaces for the Shady Glen Fire Station, subject to the following conditions:
 - 1. Prior to certificate of approval, the detailed site plan shall be revised or information shall be provided to show:
 - a. The general notes shall be revised to state that Preliminary Plan of Subdivision 4-06139, Type I Tree Conservation Plan TCPI/26/06, and Detailed Site Plan DSP-06015 were previously approved for Parcel A.

- b. General notes shall be added indicating compliance with the Prince George's County Health Department requirements relating to dust and noise.
- c. The following text shall be added to General Note 22:

“The subject property is located within the Joint Base Andrews (JBA) Interim Land Use Control (ILUC) impact area. The property is within Imaginary Surface B, establishing a height limit of 455 feet above the runway surface. This property is outside of the 65 dBA Ldn noise contours, so noise attenuation is not required. The property is not in an Accident Potential Zone, so no controls on use or density are required.”
- d. Provide the square footage for the proposed dedication for Central Avenue (MD 214) and Shady Glen Drive, and adjust the acreage for the site appropriately.
- e. Provide the right-of-way width for Central Avenue (MD 214).
- f. Correctly label Shady Glen Drive and Walker Mill Drive.
- g. Correctly label Parcel 194.
- h. Show the existing bollards in the right-of-way of Walker Mill Drive as to be removed.
- i. Clearly show the public utility easement as continuous along all rights-of-way, free and clear of signage and bioretention facilities.
- j. Clearly and accurately label all of the architectural elevation materials and colors.
- k. Label all of the retaining wall, dumpster screen wall, and entrance sign materials as brick in a color consistent with the proposed buildings.
- l. Revise the D-D-O Zone compliance sheet to include the requested amendment for projections and recesses.
- m. Revise the D-D-O Zone compliance sheet to show that the number of parking spaces is in compliance with D-D-O Zone Parking Requirements, Standards A and B.
- n. The 2010 *Prince George's County Landscape Manual* schedules shall be deleted from the landscape plan, as appropriate.
- o. The landscape plan shall include a schedule showing the percentage of required and provided interior planting area in compliance with the Development District Standard Parking and Loading Area Design L3.
- p. All fencing and wall/fence combinations shall be revised to not exceed six feet in height. Indicate the height of the steel fence adjacent to the retaining wall along Walker Mill Drive.

- q. Enhance the Candidate Physical Ability Test (CPAT) building entrance and give it a more appealing appearance, including providing a variety of complementary natural building materials, and other modest decorative enhancements such as an awning or other projection, as appropriate.
 - r. Delete reference to the provision of proposed right-of-way directly adjacent to the shared access driveway and adjust the total square footage of dedication and total site area on the plan.
 - s. The site plan general notes and details shall reflect the use of full cut-off lighting fixtures to minimize light spillover.
2. Prior to certification of the detail site plan, the Type 2 tree conservation plan (TCP2) shall be revised as follows:
- a. Revise the plan case number in the approval block to "TCP2-034-12."
 - b. Add the symbol and label to the legend for proposed contour, existing contour, bollard, bioretention facility, paved areas, and proposed buildings.
 - c. Revise General Note 7 to read "The property is adjacent to Walker Mill Drive which is designated as a historic roadway."
 - d. Revise General Note 8 to read "The property is adjacent to Central Avenue (MD 214) which is classified as an arterial roadway, Shady Glen Drive which is classified as a collector roadway, and Walker Mill Drive which is classified as a primary roadway."
 - e. Add to the general notes the required note about proposed fee-in-lieu.
 - f. Have the revised plan signed and dated by the qualified professional who prepared it.
3. Prior to certification of the detailed site plan, an executed deed shall be submitted to staff for the proposed ingress/egress easement (indicating the width approved by the Department of Permitting, Inspections and Enforcement (DPIE)) through Parcel B for access to Walker Mill Drive, and the liber/folio shall be reflected on the plan.