M-NCPPC Park Police secure and protect over 23,000 acres of park property in Prince George's County through the prevention of crime and apprehension of criminals. ***M-NCPPC photo***.

Additional Public Safety Recommendations


M-NCPPC photo

Increased public safety manpower and resources are needed to reduce crime and mitigate negative perceptions of safety in Prince George's County. The implementation of the plan's recommendations requires ambitious and innovative funding strategies. The budgetary needs of an expanded and improved Police Department require a dedicated funding source above and beyond traditional fiscal strategies and existing revenue streams.

Offender-Based Crime Prevention Surcharge

One such approach is the creation of an offender-based surcharge targeted at persons or entities convicted of a crime. Such programs exist in a number of states, with monies collected going to a variety of sources. Financial penalties for criminal offenses are common practice throughout the United States. Many states also charge persons convicted of crimes with surcharges, separate from and in addition to criminal or civil fines. For example:

- The State of Washington applies a surcharge of $500 for a felony conviction and $250 for a misdemeanor, excluding specified motor vehicle violations.
- Texas applies a surcharge of $45 for a felony conviction and $35 for certain misdemeanors. In addition, Texas charges those convicted of driving while intoxicated $1,000 to $2,000 a year for three years following a conviction.
- Alabama allows the court discretion in charging anywhere from $50–$1,000 for each felony conviction and $25–$1,000 for each misdemeanor conviction.

- Alaska's offender-based surcharge of $100 for felony convictions and $50 for misdemeanor convictions is deposited in the state's Police Training Fund, which is then disbursed to local law enforcement agencies.

Many states utilize offender-based surcharge programs to fund victims' rights and victim assistance programs. Surcharges appended to domestic violence and child abuse convictions often benefit programs that specifically assist victims of those crimes. However, several jurisdictions have utilized offender-based surcharges to fund other aspects of the criminal justice system; notably, Texas uses a variety of surcharges to reimburse the costs of prosecuting a case.

In Maryland, Section 7-301(c)(2) of the Code of Maryland Regulations assesses a surcharge in civil cases that helps fund the Maryland Legal Services Corporation, and 7-301(c)(3) assesses an additional surcharge in Baltimore City in summary ejectment cases that is dedicated to fund salary increases for deputies and officers of the Baltimore City Sheriff's Department.

The Police Department needs a large infusion of additional patrol officers, supervisors and support staff. Equipment, ranging from basic office supplies to technologically advanced command vehicles, is needed for both the existing force and new officers. Because public safety needs must compete with other government services for scarce tax revenues, only a dedicated, non-tax revenue source can provide funding on the scale needed to adequately address the staffing needs of the Police Department. The institution of an offender-based crime prevention surcharge will provide much needed revenue to fund the manpower and equipment needs of the Police Department. Setting this surcharge at a significantly higher level than other jurisdictions should serve as a deterrent to criminal activity and recidivism. To that end, the plan recommends the following actions:

Crime Prevention Surcharge Recommendations

Strategies

Consider legislation that would implement an offender-based crime prevention surcharge in Prince George's County.

Utilize offender-based surcharges to help fund crime prevention and law enforcement. The surcharge enacted by the County Council should mandate significant surcharges for each conviction.

Consider a program that targets revenues directly collected, or collected through disposition of seized property, to public safety activities including, but not limited to:

- Salaries and compensation
- Benefits, including pensions and retirement funds
- Training
- Recruiting
- Equipment purchase, maintenance and replacement
- Capital improvements

- Public safety consulting services such as private security training and CPTED assistance to property owners
- Public outreach activities

Develop a publicity campaign that heavily publicizes the surcharge and the program's crime prevention objectives.

Crime Prevention Through Environmental Design (CPTED)

One of the most important and pressing quality of life issues facing any community is safety and the perception of safety. How safe people feel in a particular location and environment often determines where they choose to live, work, and play. High crime rates and targeted media coverage of criminal activity may fuel perceptions that an entire community, city, or county is "unsafe" despite crime being isolated or concentrated in specific areas.

Perceptions of crime and concerns about safety have major negative economic consequences: people will choose to avoid nighttime activities or stay away from areas they perceive to be unsafe. The lack of investment (in both time and money) in areas perceived to be unsafe only exacerbates stereotypes that serve as a barrier to redevelopment and reinvestment.

Crime prevention is the most direct way to increase public safety and eliminate the perception that a place, situation, or environment is unsafe. Places are often considered unsafe because they provide, through their layout or physical design, ample opportunities for criminal activity to flourish. Poor lighting, shadows, hiding places, blind corners, or isolated areas not only cause people to feel uneasy, but provide scenarios where criminals can prey on potential victims, using the element of surprise and without fear of being witnessed by others.

Crime Prevention Through Environmental Design (CPTED) is a crime prevention philosophy based on actively designing the built environment to reduce crime and the perception of crime while enhancing the quality of a place to invite safe interaction among users. CPTED utilizes urban design techniques to eliminate opportunities for criminal activity and foster positive social interaction amongst users of space.

There are four overlapping CPTED principles:

1. Surveillance
2. Access management
3. Territorial reinforcement
4. Quality environments

Surveillance is provided when people are present in an environment and can see what is going on. Places where all publicly accessible spaces can be seen, with clear sightlines and good lighting, provide maximum visibility and promote surveillance. This principle is also referred to as "eyes on the street."

Managing access to a location attracts people and vehicles to appropriate places and restricts them from inappropriate ones. Places with managed access incorporate well-defined routes, spaces, and

entrances that provide for convenient and safe movement without compromising security.

Territorial reinforcement defines the boundaries between "public" and "private" space and encourages community ownership of the public sphere. A clear delineation between public and private ownership, using design techniques such as landscaping, fencing, and/or signage identifies the appropriate use of space and reinforces the pride and responsibility of ownership.

Quality environments are well-designed, well-maintained places that attract people and provide opportunities for regular surveillance. An attractive public space encourages activity, promotes respect for cleanliness, and reduces the likelihood of crime or vandalism. Increased public activity in a quality environment, in turn, improves surveillance.


M-NCPPC photo.

There are three ways to manage the physical environment to reduce crime and increase the perception of safety:

1. Integrating security and behavioral concepts into the design and use of human and physical resources;
2. Increasing police and security patrols;
3. Utilizing hardware-intensive security such as fences, locks, lighting, or cameras. [11]

As Prince George's County continues to grow and transform in the 21st century, it is imperative to emphasize safety in the design, redevelopment, and construction of the built environment. Incorporating these design guidelines into future planning endeavors will create high-quality environments that attract positive public activity and investment throughout the county.

CPTED Recommendations

Strategies

CPTED goals, principles, and guidelines should be incorporated into the development review and permitting process for both new development and improvements made to existing developments.

The Police Department should play a more active role in land use planning activities, including review of site plans and building permit applications for potential public safety issues.

The Police Department should provide guidance to property owners on CPTED retrofit and enhancement.

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11. New Zealand Ministry of Justice, Crime Prevention Unit, *National Guidelines for Crime Prevention Through Environmental Design: Part 1: Seven Qualities of Safer Places,* New Zealand Ministry of Justice, Wellington, 2005.

M-NCPPC photos
pages 37–40.


POLICE
POLICE

The Maryland-National Capital Park Police Division

The Prince George's County Division of the Maryland-National Capital Park Police, the law enforcement arm of the Prince George's County Department of Parks and Recreation, is responsible for protecting and securing the property, personnel and activities of The Maryland-National Capital Park and Planning Commission and its visitors.

The M-NCPPC Park Police force consists of 121 sworn officers, assigned to protect park and recreation areas and facilities in Prince George's County. It is headquartered at 6700 Riverdale Road in Riverdale. The current headquarters facility measures 18,460 square feet; ancillary buildings contain an additional 660 square feet. The M-NCPPC Park Police operate out of three facilities, including the headquarters facility. The Park Police Mounted Unit is based at the Enterprise Golf Course, 3002 Enterprise Road in Mitchellville, and the Southern District station is located at 7208 Allentown Road in Fort Washington.

The following table—showing the total number of calls for service received by the Park Police from 2000–2004—is indicative of a consistently high demand for service.

Calls For Service
M-NCPPC Park Police, 2000–06

Year	Calls for Service
2000	56,679
2001	59,148
2002	53,103
2003	57,152
2004	57,421
2005	58,667
2006	60,045

Source: M-NCPPC Park Police Annual Report, 2006

M-NCPPC Park Police Facility Recommendation

MNCPPC-Park Police Headquarters
PA: 68
Tier: Developed
Justification: The agency is housed in an aging former school building with significant maintenance costs.
Strategy: Construct a new headquarters—A feasibility study is complete and the final recommendation is to locate the new headquarters at Walker Mill Regional Park (PA 75A).
Staging Priority: Highest—funded for construction in FY 2008.

Office of the Sheriff

The Prince George's County Office of the Sheriff is located at 1601 McCormick Drive in Largo. The Largo office is the main Sheriff's Office facility and houses all of the various functional bureaus in the department. The Sheriff maintains smaller offices in the Justice Center in Hyattsville, the Circuit Court Annex (DuVal Building), the Chrysler Building in Upper Marlboro, and the District Court Building in Hyattsville.

The Office of the Sheriff is responsible for serving all court summons, both criminal and civil, and the collection of fines, court fees and judgments made by the courts. The Sheriff is also responsible for serving all court-ordered papers, processing and serving criminal warrants and Grand Jury indictments, providing security to the courts and other government buildings, and transporting all detainees to and from the courts and jails. The following table shows the number of detainees transported from the Prince George's County Correctional Center in Upper Marlboro to the courts in Upper Marlboro each year. This information indicates that the Sheriff Department could have more efficient use of its personnel if its headquarters were located in Upper Marlboro instead of Largo.

The Office of the Sheriff is organized into three bureaus, administrative and support services, field operations, and court services. The Bureau of Administration provides all technical, research, training, personnel, and administrative support to the organization. The Bureau of Field Operations is responsible for child support enforcement, domestic violence issues, civil processes, and warrant/fugitive services. The Court Services Bureau is responsible for court and building security and transportation of detainees.

Detainees Transported by the Office of the Sheriff, 2000–2004

Year	Detainees
2000	24,740
2001	22,929
2002	21,610
2003	23,590
2004	21,051

Source: Prince George's County Office of the Sheriff

The Office of the Sheriff Facilities

The Sheriff's McCormick Drive facility is leased space, 38,000 square feet in size. This includes 5,000 square feet of warehouse space. The building has classroom space, a weight room, storage for supplies,

and a dining area. The facility features separate private offices for command staff, a secure records room, and individual cubicles for employees. The present office facility offers all of the desired features that would be needed for a typical public safety office.

Office of the Sheriff Facility Recommendation

Long-Term Priority
Sheriff Headquarters
PA: 79
Tier: Developing
Justification: The responsibility of the Office of the Sheriff for court and building security requires a significant number of employees to be present in Upper Marlboro. The Largo Office is located approximately eight miles away. If the office were located in Upper Marlboro, it would increase efficiency and make logistics easier.
Strategy: Renovate the Old Marlboro High School building to provide space in Upper Marlboro (PA 79) for the Sheriff, or construct a new building in the vicinity of the correction facility in order to better meet the agency's security responsiblities for the courts and government.
Staging Priority: Long-Term—the project is recommended for funding after 2021.

Department of Corrections

The Prince George's County Correctional Center, which opened in 1987, is located on Dille Drive in Upper Marlboro. The facility measures 348,000 square feet and houses pre-trial and sentenced detainees, inmates being held for transfer to federal facilities and administrative, security, and support staff. The facility has a capacity of 1,332 in minimum, medium, and maximum-security sections.

The Correctional Center testing lab is located at 4603 Brown Station Road, approximately a block from the main facility. The 2,400 square foot facility includes office space for case managers and the drug testing facility for individuals on supervised contact. The community service building is located on 2927 Brown Station Road and contains 2,400 square feet of office space for management.

The total capacity of the correctional facility is currently 1,332. Jails are considered at "full capacity" at 90 percent of their total available bed space, according to the Department of Corrections. The county jail facility is at full capacity at 1,199. The remaining 10 percent of bed space allows for the proper classification of inmates, which becomes more crucial with the increasing number of gang members and different custody levels.

The Department of Corrections began seeing a trend toward an increased average daily population (ADP) toward the end of 2005 and throughout 2006. The ADP for all of 2006 was 1,439 and from July 2006 through December 2006 it was 1,492. This higher population has continued throughout 2007 and the Department of Corrections projects this number will continue to rise.

The Department of Corrections has plans to expand the Dille Drive facility by adding a 64-bed minimum security housing unit, two additional housing units to accommodate 192 beds, a work release and residential treatment facility containing 128 beds for work release and 40 beds for residential treatment and detoxification. Additional projects are planned to upgrade the kitchen facilities and renovate some of the older housing units.

The department is also considering expanding the facility by adding a juvenile facility and a new female facility. The current juvenile unit consists of 20 double bunked cells with a capacity of 40. At times in 2006, the juvenile population exceeded 60. In the cases of over-capacity, the juveniles are housed in the maximum security unit where they are on lockdown. They are brought to the juvenile unit for their educational needs and to participate in other youth programs.

The Department of Corrections believes that this population is growing at a rate that exceeds the design capacity of the present facilities.

There is currently one female housing unit in the jail facility. Within this unit separate areas are reserved for new intakes, administrative segregation, juveniles, general population, and inmate workers. The unit has bed space for 91 female inmates. The ADP for women was over 135 in late 2006 and early 2007. The overcapacity situation in the juvenile unit and the female unit is in violation of the American Correctional Association standards and jeopardizes the county's certification.

The following table shows recent Average Daily Population trends in Prince George's County from 2000–2007.

	2000	2001	2002	2003	2004	2005	2006	2007
Jail Population	1,193	1,034	1,036	1,056	1,204	1,256	1,439	1,499
Capacity	1,332	1,332	1,332	1,332	1,332	1,332	1,332	1,332
Percent of Capacity	89.6%	77.6%	77.8%	79.2%	90.3%	94.3%	108.0%	112.5%

Source: Prince George's County Department of Corrections

Department of Corrections Facility Recommendations

Highest Priority

Modular Housing Unit
PA: 79
Tier: Developing
Justification: This project is for the construction of a 64-bed minimum-security modular housing unit. This is in response to the rising trends in incarceration that took place in 2005 and 2006 and continued in 2007. The improvement will address the overcapacity problems occurring at the jail.
Strategy: Construct the modular housing unit project.
Staging Priority: Highest—funded for construction in FY 2008.

Correctional Center Permanent Housing Units
PA: 79
Tier: Developing
Justification: This project will add two permanent housing units to the Correctional Center. Each new housing unit will have 96 permanent beds for a total expansion of 192 beds. This is in response to the rising trends in incarceration that took place in 2005 and 2006 and continued in 2007. The improvement will address the overcapacity problems occurring at the jail.
Strategy: Construct the Correctional Center permanent housing units.
Staging Priority: Highest—funded for construction in FY 2008, FY 2009, and FY 2010.

Work Release and Residential Treatment Facility
PA: 79
Tier: Developing
Justification: This is a project to construct a work release and residential treatment center for male and female offenders on the site of the Correctional Center. The facility will contain 150 beds for work release inmates and 45 beds for detoxification treatment. The Department of Corrections will be responsible for security and the Health Department will provide treatment services.
Strategy: Construct the work release and residential treatment center.
Staging Priority: Highest—funded for construction in FY 2009, FY 2010, and FY 2011.

High Priority

County Correctional Center Expansion
PA: 79
Tier: Developing
Justification: The scheduled improvements and expansions will bring the present facility to its ultimate capacity level. Two additional correctional needs should be considered for future expansion—a juvenile facility and a female facility. Both of these populations have shown significant growth in recent years and require special services not sufficiently met in an overcrowded majority adult male correctional facility. The Correctional Center is located on a 28.9 acre parcel that is adjacent to a 132.69 acre county-owned property. A portion of the facility yard within the fence line extends across the original planned right-of-way for Dille Drive and into this adjacent parcel. This parcel currently contains the Department of Environmental Resources Vehicle Audit Unit (VAU) and impoundment lot. There is sufficient room to expand the present correctional facility onto the VAU property if additional space is needed in the future.
Strategy: Consider expanding the County Correctional Center onto the VAU property if incarceration levels continue to increase.
Staging Priority: High—the project is programmed to be funded by FY 2013.

Detention Center Housing Renovations
PA: 79
Tier: Developing
Justification: This project will upgrade and refurbish the original housing units in the County Detention Center. Metal ceilings and lighting fixtures will be installed. Painting and new flooring will be part of this project.
Strategy: Construct the jail renovation project.
Staging Priority: High—the project is programmed to be funded by FY 2013.

Top Left: *Firefighters suffer the aftereffects of fighting a fire.*
Photos top right: *A fire at an abandoned house in College Park.*
Bottom right: *Ladder Truck 32 in action.*
Photos on pages 46–71 by Mark E. Brady, Fire/EMS Department.

Prince George's County Fire and Emergency Medical Services Department

The Prince George's County Fire and Emergency Medical Services Department (Fire/EMS Department) is responsible for fire suppression, emergency medical services, fire prevention, research and training, and coordination of the volunteer fire companies. The locations of the appropriate fire fighting facilities are critical to ensuring that this mission is accomplished. In 2006, the Fire/EMS Department was housed in 44 stations throughout the county. The department's stations are staffed by a combination of career and volunteer firefighters.

The variety of land uses in a jurisdiction pose different kinds of challenges for effective fire fighting. The type and the age of housing, or the type and character of each commercial or industrial development, all bear upon the difficulty of, and the requirements for, extinguishing a fire. In order to address the problems of fire fighting, Prince George's County enacted legislation in 1992 that mandated automatic fire suppression systems in all new homes built in the county. The purpose of a fire suppression system (traditionally a sprinkler system) is to reduce fire losses and allow the occupants time to escape the fire.

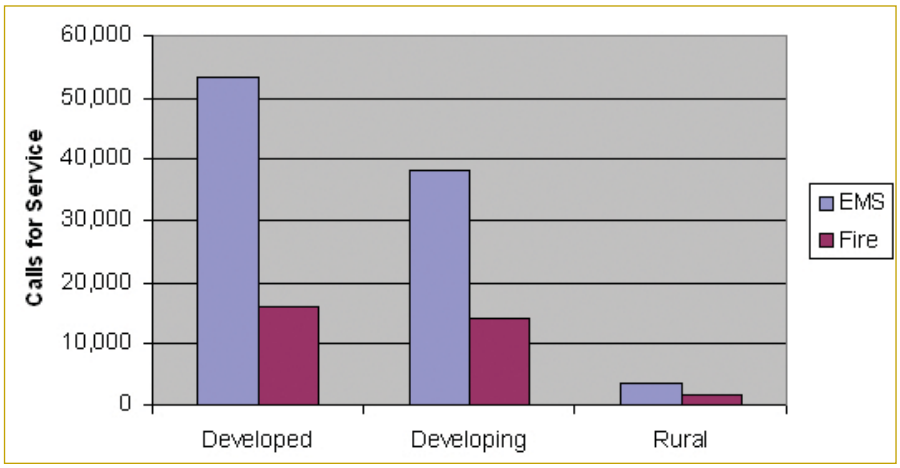
Interstate road systems, highways, and arterials can pose a different sort of challenge to a fire department's effectiveness, since big volumes of high-speed traffic increase the likelihood, incidence, and severity of traffic accidents. Traffic congestion on county arterials and highways is both a cause of traffic accidents and an obstacle to

An overturned oil tanker.

timely and effective departmental response to traffic-related calls for emergency medical service.[12] Mass transit stations also pose special problems for the department because of the logistics and operational demands involved in fighting fires and responding to a medical emergency underground.

In addition to firefighting, the department is also responsible for responding to medical emergencies. In 2006 the department received 124,537 calls, of which approximately 75 percent required emergency medical service (EMS) response.[13] These calls are identified by type, EMS, fire, and by tier location in the bar chart below. Approximately 65 percent of all calls were received in the Developed Tier, 35 percent in the Developing Tier and five percent in the Rural Tier. More than seven of every 10 calls were for EMS with almost three in 10 being fire-related calls.

Fire and EMS calls—2006



Note: In 2006 there were 2,718 EMS and 1,299 fire mutual aid calls. Mutual aid calls are classified as assistance to other jurisdictions.
Source: Prince George's County Fire/EMS Department.

12 The Texas Transportation Institute has rated Metropolitan Washington, D.C. the second or third most congested metropolitan area in the country for the past eleven years.

13 Source: Prince George's County Fire/EMS Department.

The following section contains an inventory of facilities and apparatus as of January 2007. The tables summarize the numbers and types of apparatus available at each station in the county. Brief descriptions of the areas served by the stations are included in each section (Maps 2 and 3 on pages 75 and 76 show the existing and proposed fire/EMS stations).

Developed Tier Facilities

Langley Park-College Park-Greenbelt: PA 65, 66 and 67

This area contains six fire/EMS stations: Branchville, College Park, Berwyn Heights, Chillum/Adelphi—Co. 34, Chillum—Co. 44 and Greenbelt. The area is characterized by dense urban development and a significant portion of the housing stock is older multifamily dwelling. College Park, Berwyn Heights and Greenbelt contain a mix of multifamily and single-family housing. Some portions of the area are experiencing revitalization that will add additional high-density development to this area.

The area is bordered by the Capital Beltway (I-95/495), the metropolitan area's principal limited access, high-speed, high-volume freeway, Kenilworth Avenue (MD 201) and Baltimore Avenue (US 1), both of which are major arterials; the Baltimore-Washington Parkway also traverses this area. There are both Metro Green Line and MARC commuter rail stations at College Park and Greenbelt.

Top: *College Park Fire Station—Co. 12.*
Bottom: *Greenbelt Fire Station—Co. 35.*

Station Statistics

Name and Company	PA	Location	Staffing	Apparatus
Chillum-Adelphi Co. 34	65	7833 Riggs Road	Volunteer/Career	2-Engines 1-Ambulance 1-Aerial Truck
Chillum Co. 44	65	6330 Riggs Road	Career	2-Engines 1-Ambulance 1-Breathing Air Unit
Branchville Co. 11	66	4905 Branchville Road	Volunteer/Career	2-Engines 1-Ambulance
College Park Co. 12	66	8115 Baltimore Avenue	Volunteer/Career	2-Engines 1-Medic 1-Ambulance 1-Aerial Truck 1-Hazmat/Foam
Berwyn Heights Co. 14	67	8811 60th Avenue	Volunteer/Career	1-Aerial Truck 1-Ambulance 2-Rescue Squads 1-Boat
Greenbelt Co. 35	67	125 Crescent Road	Volunteer/Career	2-Engines 1-Ambulance

Hyattsville Fire Station—Co. 1.

Hyattsville: PA 68

This densely developed area has a mix of urban residential, commercial and some industrial uses. Most of the housing stock was constructed prior to 1960. The Metro Green Line serves this area with stations at West Hyattsville and Prince George's Plaza. There is a MARC commuter rail station at Riverdale Park. This area contains three fire stations: Hyattsville, Riverdale and Bunker Hill.

Station Statistics

Name and Co.	PA	Location	Staffing	Apparatus
Hyattsville Co. 1	68	6200 Belcrest Road	Volunteer/Career	2-Engines 1-Ambulance 1-Aerial Truck 1-Rescue Squad
Riverdale Co. 7	68	4714 Queensbury Road	Volunteer/Career	1-Engine 1-Ambulance 1-Aerial Tower
Bunker Hill Co. 55	68	3716 Rhode Island Avenue	Volunteer/Career	3-Engines 1-Ambulance 1-Medic 1-Truck 1- Mini-Pumper

Left: *Riverdale Fire Station—Co. 7.*
Below: *Bunker Hill Fire Station—Co. 55.*

Bladensburg Fire Station—Co. 9.

Bladensburg-New Carrollton-Landover PA 69 and 72

This area consists of predominantly older, single-family residential communities located inside the Capital Beltway. The Baltimore-Washington Parkway and US 50 (John Hanson Highway) pass through the area, and the I-95/495 Capital Beltway forms its eastern border. Commercial activity is predominantly located in strip developments along the major arterials in these areas. There are Metro Blue Line stations at Capitol Heights, Addison Road, and Morgan Boulevard, and Orange Line stations at Cheverly, Landover, and New Carrollton. There is a MARC commuter rail and an Amtrak intercity rail station in New Carrollton. The area is served by eight fire stations.

Station Statistics

Name and Co.	PA	Location	Staffing	Apparatus
Bladensburg Co. 9	69	4213 Edmonston Road	Volunteer	2-Engines 2-Ambulances 1-Truck 1- Tele-Squirt
Riverdale Heights Co. 13	69	6101 Roanoke Avenue	Volunteer/Career	2-Engines 1-Ambulance 1-Rescue Squad
Tuxedo/Cheverly Co. 22	69	5711 Tuxedo Road	Career	1-Engine 1-Ambulance 1-Truck 1-Squad 1-Technical Rescue 1-Quint 1-Boat
West Lanham Hills Co. 28	69	7609 Annapolis Road	Volunteer/Career	2-Engines 1-Aerial Truck
Landover Hills Co. 30	69	6801 Webster Street	Career	2-Engines 1-Ambulance 1-Medic 1-Hazmat
Seat Pleasant Co. 8	72	6305 Addison Road	Volunteer/Career	2-Engines 1-Ambulance 1-Rescue Squad
Chapel Oaks Co. 38	72	5544 Sheriff Road	Volunteer/Career	2-Engines 1-Ambulance
Kentland Co. 33	72	7701 Landover Road	Volunteer/Career	2-Engines 1-Aerial Tower 1-Mini-Pumper 1-Rescue Engine 1-Ambulance

Suitland-District Heights: PA 75A and 75B

Suitland-District Heights consists primarily of older residential communities with commercial activity in strips along the area's major arterials. The area is crossed by Pennsylvania Avenue (MD 4) and Suitland Parkway, both of which are high speed, high volume arterials. The Metro Green Line serves the area at Suitland Federal Center, which is also the location of a large and growing federal agency presence in the county. The area contains four fire stations:

Station Statistics

Name and Co.	PA	Location	Staffing	Apparatus
Boulevard Heights Co. 17	75A	4101 Alton Street	Volunteer/Career	2-Engines 1-Ambulance 1-Truck
District Heights Co. 26	75A	6208 Marlboro Pike	Volunteer/Career	2-Engines 1-Ambulance 1-Truck
Ritchie Co. 37	75A	415 Ritchie Marlboro Road	Volunteer	2-Engines 1-Mini-Pumper
Capitol Heights Co. 5	75B	6061 Central Avenue	Volunteer/Career	2-Engines 1-Ambulance 1-Paramedic Ambulance 1-Truck

Morningside Fire Station—Co. 27.

The Heights: PA 76A and 76B

The Heights includes the towns of Morningside and Forest Heights and is characterized by a mix of single-family and multifamily dwellings and by strip commercial development. Branch Avenue (MD 5), Indian Head Highway (MD 210), Suitland Parkway, and St. Barnabas Road (MD 414) all traverse the area. The area is served by three fire stations:

Station Statistics

Name and Co.	PA	Location	Staffing	Apparatus
Morningside Co. 27	76A	6200 Suitland Road	Volunteer/Career	2-Engines 1-Ambulance 1-Rescue Squad
Silver Hill Co. 29	76A	3900 Old Silver Hill Road	Volunteer/Career	3-Engines 1-Ambulance 1-Medic
Oxon Hill Co. 42	76A	1100 Marcy Avenue	Volunteer/Career	2-Engines 1-Ambulance

Silver Hill Fire Station—Co. 29.

Developing Tier Facilities

Beltsville—Laurel: PA 60, 61, 62, 64, 67, and 99

This area includes the City of Laurel as well as Beltsville and extends north to the Montgomery County line. The area contains a variety of housing, from established single-family neighborhoods to newer recently completed communities and developments that are still under construction. Commercial activity is generally concentrated in strip development along major arterials and there is considerable industrial activity in the Beltsville area. US 1, the Baltimore-Washington Parkway and I-95 cross this area. The federal Beltsville Agricultural Research Center (BARC), Goddard Space Flight Center, Rocky Gorge Reservoir, and Patuxent Wildlife Research Center are located in this part of the county. The area is served by four fire stations:

Station Statistics

Name and Co.	PA	Location	Staffing	Apparatus
Beltsville Co. 31	61	4911 Prince George's Avenue	Volunteer/Career	2-Engines 1-Aerial Truck 1-Ambulance
Beltsville Co. 41	61	3939 Powder Mill Road	Career	1-Engine 1-Ambulance 1-Hazmat
Laurel Co. 10	99	7411 Cherry Lane	Volunteer/Career	3-Engines 1-Tower 1-Ambulance
Laurel Rescue Squad Co. 49	99	14910 Bowie Road	Volunteer/Career	3-Ambulances 1-Medic 1-Rescue Squad 1-Dive Unit 1-Boat 1-Rescue Engine

Largo-Glenn Dale-Seabrook: PA 70 and 73

The Largo-Glenn Dale-Seabrook area is characterized by predominantly single-family developments with a few multifamily developments in some neighborhoods. Commercial development is concentrated along the major arterials that cross these planning areas. This area is east of the Capital Beltway and is traversed by US 50. The area is served by three fire stations:

Station Statistics

Name and Co.	PA	Location	Staffing	Apparatus
Glenn Dale Co. 18 (photo on next page)	70	11900 Glenn Dale Boulevard	Volunteer/Career	2-Engines 1-Ambulance 1-Medic 1-Rescue Engine 1-Rescue Squad
West Lanham Hills Co. 48	70	8501 Good Luck Road	Volunteer/Career	2-Engines 1-Ambulance 1-Foam Unit 1-Mini Pumper
Kentland Co. 46	73	10400 Campus Way South	Volunteer/Career	2-Engines 1-Ambulance 1-Medic

Glenn Dale Fire Station—Co. 18 (see previous page for details).

Bowie Fire Station—Co. 43.

Bowie-Collington-Mitchellville and Vicinity PA 71A, 71B, 74A and 74B

The Bowie-Collington-Mitchellville area is dominated by single-family residential development with some commercial development in the City of Bowie, at Bowie Town Center, and along Crain Highway (US 301). The Fairwood, Oak Creek, and Beechtree planned residential communities are located in this area. Crain Highway (MD 3/ US 301) and John Hanson Highway (US 50) pass through the area, which also contains a small private airfield, Freeway Airport. This area is served by three fire stations.

Station Statistics

Name and Co.	PA	Location	Staffing	Apparatus
Bowie Co. 19	71B	13008 9th Street	Career	2-Engines 1-Truck 1-Ambulance
Bowie Co. 39	71B	15454 Annapolis Road	Volunteer/Career	2-Engines 1-Ambulance 1-Tanker 1-Aerial Tower
Bowie Co. 43	71B	16408 Pointer Ridge Drive	Volunteer/Career	2-Engines 1-Ambulance 1-Medic 1-Tower

Henson Creek-South Potomac-Accokeek-Westphalia PA 76B, 78, 80, 81A, and 83

The Henson Creek-South Potomac-Accokeek area consists mostly of single-family residential communities, with some higher density residential communities located in the older communities of Clinton and Oxon Hill. South Potomac and Accokeek are generally developed with lower density single-family subdivisions. Commercial development is generally located in strip shopping centers on the major arterials in the area. Indian Head Highway (MD 210) runs north-south through this area. Five stations serve the area. The Melwood-Westphalia community is situated north of Pennsylvania Avenue (MD 4) from Andrews Air Force Base.

Station Statistics

Name and Company	PA	Location	Staffing	Apparatus
Oxon Hill Co. 21	76B	7600 Livingston Road	Volunteer/Career	2-Engines 1-Tower 1-Ambulance
Allentown Road Co. 32	76B	8709 Allentown Road	Volunteer/Career	2-Engines 1-Truck 1-Ambulance
Forestville Co. 23	78	8321 Old Marlboro Pike	Volunteer/Career	3-Engines 1-Ambulance 1-Tanker
Silesia Co. 47	80	10900 Fort Washington Road	Career	1-Engine 1-Ambulance 1-Medic 1-Rescue Squad 1 Boat
Clinton Co. 25	81A	9025 Woodyard Road	Volunteer/Career	1-Engine 1-Truck 1-Ambulance 1-Medic 1-Water Supply
Accokeek Co. 24	83	16111 Livingston Road	Volunteer/Career	2-Engines 1-Ambulance 1-Aerial Tower 1-Mini-Pumper

Oxon Hill Fire Station—Co. 21.

Rural Tier Facilities

Rural Tier Stations
PA 79, 82A, 82B, 85A, 85B, 86A, 86B, 87A, and 87B

The area classified as the Rural Tier in the General Plan encompasses approximately 150 square miles, or 32 percent of the county's total land area. The area is characterized by farms and widely dispersed large lot residential homes. MD 381 and MD 382 are the main arterials in the southeastern part of the Rural Tier. The Town of Upper Marlboro, the county seat, has a concentration of associated state and county, administrative and government service activities, including the County Administration Building, the court complex and the county jail. These planning areas are traversed by Crain Highway (US 301) and Pennsylvania Avenue (MD 4), both of which are high volume, high speed roadways. Four stations serve this area:

Station Statistics

Name and Co.	PA	Location	Staffing	Apparatus
Upper Marlboro Co. 20	79	14815 Pratt Street	Volunteer/Career	2-Engines 1-Truck 1-Ambulance 1-Medic 1-Rescue Squad 1-Boat
Upper Marlboro Co. 45	82A	7710 Croom Road	Volunteer/Career	2-Engines 1-Ambulance 1-Breathing Air Unit 1-Hazmat
Brandywine Co. 40	85B	14201 Brandywine Road	Volunteer/Career	2-Engines 1-Ambulance 1-Medic 1-Rescue Squad
Baden Co. 36	86B	16608 Brandywine Road	Volunteer/Career	2-Engines 1-Ambulance 1-Tanker

Baden
Fire Station—Co. 36.

Fire and Emergency Medical Service Response Times Standards

Response times are the most commonly used measures of emergency service system performance because they measure time and are relatively easy to understand and to explain. Response time itself is not really a measure of the emergency service's end-result quality. However, it does reflect a desired attribute of the service, namely timeliness. In fire service total response time is measured from the time a call is received by the emergency communication center to the arrival of the first unit at the scene.

Table 5 in the 2002 General Plan (shown below) establishes an objective for fire and EMS vehicle travel times for residential developments. The General Plan does not include any standards for the placement of fire stations.

General Plan Table 5: Travel Time Standards in Minutes

	Engine	Ladder	Ambulance	Medic
Single-Family Residential and Townhouses	5.25 minutes	N/A	6.25 minutes	7.25 minutes
Apartments and Multifamily	3.25 minutes	4.25 minutes	4.25 minutes	7.25 minutes

Source: M-NCPPC, 2002 *Prince George's County Approved General Plan.*

In 2004, the County Council passed CB-89-2004. It established new maximum response time standards for Fire and EMS services that were used in an adequate public facilities test for preliminary plans of subdivisions. At that time the response times were based on a calculation of the rolling twelve-month average response times of eight minutes for engine and basic life support and 10 minutes for advanced life support in the Rural Tier and six minutes and 10 minutes in the remainder of the county. This test did not apply to commercial or industrial development.

In 2005 the State legislature passed HB 1129, which authorized the county to enact legislation to establish a public safety surcharge of $6,000 for each residential dwelling built in the county. That bill also established a seven-minute travel time standard for fire and EMS to be used for an adequate public facility test. In 2005 the County Council enacted CB-56-2005, which adopted the surcharge and established an adequate public facilities test based on a seven-minute travel time that is determined by the fire chief. Prince George's County currently uses a seven-minute travel time standard to determine the adequacy of fire and EMS response during the development review process for residential development. Proposed developments are judged against this standard at the time of subdivision review.

In an effort to ensure that all properties are covered in a reasonable period of time,[14] a minimum five-minute travel time standard for station locations is used in the PSFMP. Many station sites are not owned or acquired at this time and are considered to be "floating symbols," indicating that the exact locations of the future stations are not firmly established, and that the final locations may move from the symbols' positions on the plan map. Fire/EMS station locations may move from the five-minute travel time spacing recommended on the plan map to a maximum seven-minute travel time between stations in the Developed and Developing Tiers. Fire/EMS station locations in the Rural Tier are recommended to serve a nine-minute travel time standard. This new policy applies to all vehicle types assigned to a station and replaces Table 5 in the General Plan, which lists vehicle travel times. It is expected that the final station locations may move to other sites, depending on availability, but still remain in the general vicinity of the floating symbols. Map 4 shows proposed Fire/EMS station service areas.

This page: *Truck 9 at a house fire.*
Facing page: *Firefighters put out a blaze.*

14. To determine the geographic area within a five-minute travel time from existing stations and proposed stations, a computer application was developed using the M-NCPPC Arc GIS mapping system. All roads captured on the M-NCPPC street centerline layer automatically have the distance of the road segments calculated and stored within the GIS database. A speed limit was assigned to each road segment. Then a response area boundary was created—by computing the distance an emergency vehicle could travel from each fire/EMS station and drawing a boundary around each fire/EMS station.

Fire/EMS Department Facility Recommendations

Developed Tier Facility Recommendations

In the Developed Tier, this plan recommends that eleven stations be renovated or replaced. These stations continue to provide needed coverage in their service areas but are in need of modernization because they tend to have small bays that do not accommodate up-to-date equipment, may not have male and female bunkrooms, and have out-dated mechanical systems. Four new stations are recommended to replace outdated stations located on sites unsuitable for expansion or reconstruction and to provide better Fire/EMS coverage to the community.

Proposed Renovations and Replacements

Highest Priority

Capitol Heights Fire/EMS Station—Co. 5
PA: 75B
Tier: Developed
Strategy: Renovate the facility.
Justification: The present station does not have adequate space to house modern fire apparatus. The renovation will modernize the building and provide additional space for offices and equipment.
Staging Priority: Highest—funded for construction in FY 2008.

Silver Hill Fire/EMS Station—Co. 29
PA: 76A
Tier: Developed
Strategy: Renovate the existing facility in order to better accommodate modern vehicle and equipment.
Justification: The current facility does not comply with the requirements of the Americans with Disabilities Act (ADA), and the mechanical and electrical systems need replacement.
Staging Priority: Highest—Funded for construction in FY 2008. Renovations are underway at this location as of March 2008.

High Priority

Chillum Fire/EMS Station—Co. 44
PA: 65
Tier: Developed
Strategy: Replace the existing station.
Justification: The building has significant maintenance problems.
Staging Priority: High—project is programmed to be funded by FY 2013.

Intermediate Priority

Greenbelt Fire/EMS Station—Co. 35
PA: 67
Tier: Developed
Strategy: Relocate the existing station to a site in the vicinity of Greenbelt Road and the Baltimore-Washington Parkway.
Justification: The existing station should be relocated in order to provide improved service to the area.
Staging Priority: Intermediate—the project is programmed to be funded between 2014 and 2020.

Hyattsville Fire/EMS Station—Co. 1
PA: 68
Tier: Developed
Strategy: Replace the existing station with a new facility on Belcrest Road shared by Hyattsville Co. 1 and the American Red Cross.
Justification: Replacement is needed to provide adequate space for larger fire and rescue vehicles that are now in use at the Fire/EMS Department.
Staging Priority: Intermediate—the project is programmed to be funded between 2014 and 2020.

Morningside Fire/EMS Station—Co. 27
PA: 76A
Tier: Developed
Strategy: Replace the existing station.
Justification: Replacement is needed to provide adequate space for larger fire and rescue vehicles that are now in use by the Fire/EMS Department. The current site will not support further expansion of the existing station.
Staging Priority: Intermediate—the project is programmed to be funded between 2014 and 2020.

Long-Term Priority

Bladensburg Fire/EMS Station—Co. 9
PA: 69
Tier: Developed
Strategy: Renovate facility to accommodate modern vehicles and equipment.
Justification: Building has design issues associated with the operations of newer larger equipment.
Staging Priority: Long-Term—the project is recommended for funding after 2021.

Branchville Fire/EMS Station—Co. 11
PA: 66
Tier: Developed
Strategy: Renovate or replace the facility.
Justification: The building has design and mechanical systems problems.
Staging Priority: Long-Term—the project is recommended for funding after 2021.

Chillum/Adelphi Fire/EMS Station—Co. 34
PA: 65
Tier: Developed
Strategy: Renovate or replace facility.
Justification: The building has significant maintenance problems.
Staging Priority: Long-Term—the project is recommended for funding after 2021.

West Lanham Hills Fire/EMS Station—Co. 28
PA: 69
Tier: Developed
Strategy: Renovate facility.
Justification: Renovation is needed to address structural problems, meet ADA requirements and provide for separate male and female bunk areas.
Staging Priority: Long-Term—the project is recommended for funding after 2021.

Kentland Fire/EMS Station—Co. 33
PA: 72
Tier: Developed
Strategy: Renovate or replace facility.
Justification: The building has design issues associated with the operation of newer, larger equipment.
Staging Priority: Long-Term—the project is recommended for funding after 2021.

Proposed New Stations

Highest Priority

Central Avenue Special Operations/EMS Station
PA: 75A
Tier: Developed
Strategy: Construct a new station on the southeast corner of Shady Glen Drive and Central Avenue.
Justification: A new station is needed to accommodate new equipment and provide a modern facility to serve the community. This station is recommended to house the Hazardous Materials Unit, the Metro Support Unit, and other special operations units, as well as supplementing emergency medical services to the surrounding area.
Staging Priority: Highest—funded for construction in 2008 and 2009.

District Heights Fire/EMS Station—Co. 26
PA: 75A
Tier: Developed
Strategy: Construct a new station in the vicinity of Walker Mill Road and Silver Hill Road.
Justification: A new facility is needed to accommodate new equipment and provide a modern facility to serve the community. The old station has a low ceiling and was not built to accommodate modern equipment; therefore a new station should be constructed.
Staging Priority: Highest—funded for construction in FY 2008. Construction of this project was underway as of March 2008.

High Priority

Oxon Hill Fire Station—Co. 42.

Oxon Hill Fire/EMS Station
PA: 76B
Tier: Developed/Developing
Strategy: Construct a new station on Oxon Hill Road (MD 414) between Fort Foote Road and Indian Head Highway (MD 210).
Justification: A new facility is needed to serve existing and future commercial and residential areas in the Oxon Hill area. The facility will provide coverage to the Oxon Hill Regional Center and National Harbor.
Staging Priority: High—the project is programmed to be funded by FY 2013.

Intermediate Priority

St. Barnabas Fire/EMS Station
PA: 76B
Tier: Developed
Strategy: Construct a new station on a site in the vicinity of St. Barnabas Road (MD 414) and Virginia Lane.
Justification: A new station is needed to accommodate new equipment and provide a modern facility to serve the community.
Staging Priority: Intermediate—the project is programmed to be funded between 2014 and 2020.

Developing Tier Facility Recommendations

Four stations in the Developing Tier are slated for renovations, Laurel Rescue Squad—Co. 49, Beltsville—Co. 31, Beltsville—Co. 41, and Clinton—Co. 25. These are older stations in which the structure and mechanical systems need updating to accommodate new equipment. The plan recommends relocating the Forestville—Co. 23 station. Eight new stations are proposed for the Developing Tier. These stations are needed to provide coverage for areas outside of the recommended travel times.

Proposed Renovations and Replacements

High Priority

Laurel Rescue Squad—Co. 49
PA: City of Laurel
Tier: Developing
Strategy: Renovate or replace the facility.
Justification: The existing facility was not constructed to accommodate modern equipment and the facility has significant maintenance problems.
Staging Priority: High—the project is programmed to be funded by FY 2013.

Intermediate Priority

Beltsville Fire/EMS Station—Co. 31
PA: 61
Tier: Developing
Strategy: Renovate or replace the facility.
Justification: The facility needs modernization to better accommodate modern vehicles and equipment.
Staging Priority: Intermediate—the project is programmed to be funded between 2014 and 2020.

Beltsville Fire/EMS Station—Co. 41
PA: 61
Tier: Developing
Strategy: Renovate or replace the facility.
Justification: The facility should be modernized to better accommodate modern vehicles and equipment.
Staging Priority: Intermediate—the project is programmed to be funded between 2014 and 2020.

Long-term Priority

Clinton Fire/EMS Station—Co. 25
PA: 81A
Tier: Developing
Strategy: Renovate or replace the existing facility.
Justification: The facility should be modernized to better accommodate modern vehicles and equipment.
Staging Priority: Long-term—the project is recommended for funding after 2021.

Proposed New Stations

Highest Priority

Northview Fire/EMS Station (Bowie Fire/EMS Facility)
PA: 71B
Tier: Developing
Strategy: Construct a new station at MD 197 and Northview Drive.
Staging Priority: Highest—funded for construction in FY 2008 and FY 2009.

St. Joseph's Drive Fire/EMS Station
PA: 73
Tier: Developing
Strategy: Construct a new station in the vicinity of St. Joseph's Drive **and Ardwick-Ardmore Road.**
Justification: A new station is needed to provide service to an area that is currently underserved.
Staging Priority: Highest—funded for construction in FY 2008 and FY 2009.

Beechtree Fire/EMS Station
PA: 74A
Tier: Developing
Justification: A new station is needed to provide service to an area that is currently underserved.
Staging Priority: Highest—the project is funded for construction in FY 2009 and FY 2010.

High Priority

Brandywine Fire/EMS Station—Co. 40
PA: 85A
Tier: Developing
Strategy: Relocate the existing station to a site in the vicinity of Brandywine Road and Dyson Road.
Justification: A new station is needed to provide adequate space for larger fire and rescue vehicles that are now in use by the Fire/EMS Department. The existing station is in a poor location to serve the increasing development in the Brandywine area.
Staging Priority: High—the project is programmed to be funded by FY 2013.

Intermediate Priority

Forestville Fire/EMS Station—Co. 23
PA: 78
Tier: Developing
Strategy: Relocate the existing station to a site in the vicinity of Melwood Road and Pennsylvania Avenue (MD 4).
Justification: The existing station will be adversely impacted by the proposed changes to MD 4/Westphalia Road interchange under design by the Maryland Department of Transportation.
Staging Priority: Intermediate—the project is programmed to be funded between 2014 and 2020.

Konterra Fire/EMS Station
PA: 60
Tier: Developing
Strategy: Construct a new station in the vicinity of Old Gunpowder Road and Van Dusen Road.
Justification: A new station is needed to provide service to the proposed Konterra development and the surrounding community, which is currently underserved.
Staging Priority: Intermediate—the project is programmed to be funded between 2014 and 2020.

Long-term Priority

Snowden Fire/EMS Station
PA: 60
Tier: Developing
Strategy: Construct a new station in the vicinity of MD 197 and Snowden Road.
Justification: A new station is needed to provide service to an area that is currently underserved.
Staging Priority: Long-Term—the project is recommended for funding after 2021.

Woodmore Fire/EMS Station
PA: 74A
Tier: Developing
Strategy: Construct a new station in the vicinity of Mt. Oak Road and Church Road.
Justification: A new station is needed to provide service to an area that is currently underserved.
Staging Priority: Long-Term—the project is recommended for funding after 2021.

Firefighter Timmie Lucas shows Kentrell Herres how to use a fire hoseline.

Rural Tier Facility Recommendations

The plan recommends renovating the Baden Co. 36 station, renovating or replacing the Marlboro Co. 45 station, and locating new stations in the vicinity of Aquasco and Nottingham.

Proposed Renovations and Replacements

Highest Priority

Baden Fire/EMS Station—Co. 36
PA: 86B
Tier: Rural
Strategy: Renovate the existing station.
Justification: Renovation will provide additional vehicle bays, provide for separate male and female bunk areas and expand administrative spaces in the station.
Staging Priority: Highest—funded for construction in FY 2008.

Intermediate Priority

Marlboro Fire/EMS Station—Co. 45
PA: 82A
Tier: Developing
Strategy: Renovate or replace the existing facility.
Justification: The facility should be modernized to better accommodate modern vehicles and equipment.
Staging Priority: Intermediate—the project is programmed to be funded between 2014 and 2020.

Proposed New Stations

Long-term Proposals

Aquasco Fire/EMS Station
PA: 87B
Tier: Rural
Strategy: Construct a new station in the vicinity of Aquasco Road and Doctor Bowen Road.
Justification: A new station is needed to provide service to an area that is currently underserved.
Staging Priority: Long-Term—the project is recommended for funding after 2021.

Danville Fire/EMS Station
PA: 85A
Tier: Rural
Strategy: Construct a new station in the vicinity of Brandywine Road (MD 381) and Danville Road.
Justification: A new station is needed to provide service to an area that is currently underserved.
Staging Priority: Long-Term—the project is recommended for funding after 2021.

Nottingham Fire/EMS Station
PA: 86B
Tier: Rural
Strategy: Construct a new station in the vicinity of Croom Road (MD 382) and Tanyard Road.
Justification: A new station is needed to provide service to an area that is currently underserved.
Staging Priority: Long-Term—the project is recommended for funding after 2021.

Proposed Rural Tier Water Supply

Because the Rural Tier does not have a public water system, there are no public hydrants or other public water sources for fighting fires. This situation has resulted in the loss of several homes in recent years. The 2001 *Adopted Prince George's County Water and Sewer Plan* and the General Plan recommend that the Rural Tier should not receive public water and sewer facilities in the foreseeable future. This is consistent with the General Plan's long-term growth management policy to restrict the extension of public water lines into the remaining rural sections of the county. However, other General Plan policies state that necessary public facilities should be provided in locations to serve existing and future county residents. A balance, therefore, must be struck between the growth management policy of restricting the extension of public water lines on the one hand, and the policy of ensuring adequate fire fighting capability, even in areas of very low density development, on the other.

The area's roads further complicate water supply in the Rural Tier. Most are narrow, limited to two lanes, and characterized by high shoulders and long driveways. Many roads are not designed to carry heavy loads or to accommodate large vehicles, such as water tankers. The size and weight of heavy vehicles can also pose additional operational problems because they cannot use the weight-restricted bridges found in the Rural Tier. Narrow roads, bridge restrictions, and the lower traveling speeds that result from the combination of both these factors make water delivery to fight fires in the Rural Tier a difficult task.

In 2003, a joint study of how to provide emergency water supply in the Rural Tier was undertaken by the Fire/EMS Department, the Planning Department, and the Department of Environmental Resources. The study recommended underground water tanks as the preferred source of water in the Rural Tier. Tanks capable of holding 30,000 gallons of water would be placed in strategic locations throughout the Rural Tier. Some tanks can be placed on public property or within roadway rights-of-way, while others would have to be located on private property. The Fire/EMS Department would therefore need to obtain easements for the tanks on private property. Funds have been budgeted in the Capital Improvement Program for the purchase of easements and underground water tanks. The PSFMP recommends that 19 tanks be located in the Rural Tier in the general locations shown on Map 5, page 78, showing proposed underground water tanks.

Rural Water Supply Recommendations

The Fire/EMS Department should install the 19 underground water tanks in the Rural Tier as shown in this plan.

The tanks should be placed in public road rights-of-way or publicly owned property wherever possible.

The Fire/EMS Department is responsible for obtaining easements on private property, if necessary, to install the tanks.

Proposed Guideline for Fire/EMS Station Size

This preliminary master plan recommends a guideline for Fire/EMS station size in order to provide a model prototype that can be modified to fit the individual needs of the community in which it is being constructed. Station sizes will vary by function and vehicles housed. The typical prototype station should be designed for three bays and hold a suppression vehicle and an EMS unit (paramedic ambulance or medic unit), with one bay for storage and backup. Station bays can be designed to accommodate 4, 5, or 6 vehicles. The number of suppression units and EMS units housed can vary, depending upon the location of the station and the land use characteristics around it. The table on the following page describes a prototype three-bay, double deep facility to house four vehicles.

Bunker Hill Fire Station—Co. 55.

Prototype Fire/EMS Station. The typical prototype station should be designed for three bays and should hold a suppression vehicle and an EMS unit (rescue squad or ambulance), with one bay for storage and backup.

Building Component	Sq. Foot Estimate
1. Apparatus Bay	4,920
Support Space	
2. Bunker Gear Room	150
3. General Storage Room	140
4. Medical Storage Room	100
5. Tools/Maintenance/Repair	150
6. DeCon-Drench	100
7. SCBA	100
8. Unisex Bath	60
Total-Support Space	800
Administration—Public Space	
9. Office space	750
10. Kitchen with Pantry	300
11. Dining	300
12. Day Room	350
13. Exercise	325
Total-Administration	2,025
Living—Private	
14. Bunk rooms—male (to accommodate 12)	630
15. Bunk room—female (to accommodate 4)	320
16. Male Bathroom	400
17. Female Bathroom	250
18. Locker Room—Male	350
19. Locker Room—Female	200
20. Exercise	300
Total living space	2,450
Miscellaneous space	
21. Entry	100
22. ADA Toilet Rooms (M&F)	120
23. Housekeeping/Janitor	100
24. Mechanical/Electrical Room	300
25. Storage	100
Total-Miscellaneous Space	720
Circulation and Walls	
26. Circulation	615
27. Walls	1,320
Total-circulation & walls	1,935
Total building size	12,850

Source: TriData, *Prince George's County, Maryland: Public Safety Facility and Impact Fee Analysis, 2004.*