

R E S O L U T I O N

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

WHEREAS, in consideration of evidence presented at a public hearing on June 1, 2000, regarding Detailed Site Plan SP-97029/01 for Governor's Green, the Planning Board finds:

1. Governor's Green is a proposed mixed-use development consisting of 29.08 acres in the M-X-T Zone. The site is located in the southeast quadrant of the intersection of US 50 and US 301, within the Bowie-Collington-Mitchellville and vicinity master plan area. The property is bordered by Governor Bridge Road to the west and north, by the Green Branch and vacant R-R and C-M-zoned land improved with a Home Depot to the south, and Longleaf, an approved R-R-zoned cluster subdivision to the east. To the north of Governor Bridge Road is the existing Roger's Chevrolet dealership and a Saturn dealership.
2. This revision to the Detailed Site Plan for Governor's Green is for 140 additional luxury apartment units in six buildings, six garage buildings, and for the commercial component of the development which will consist of a 6,742 square-foot, 218-seat Carrabba's restaurant. Of the total 29.08 acres, this site consists of 7.4 acres. A Detailed Site Plan, SP-97029 was approved by the Planning Board in September of 1997 for the entire development. At that time, the applicant did not have users for the retail and restaurant component. The applicant, Folger Pratt, subsequently submitted a Detailed Site Plan that had two retail users, Office Depot and Baby's R Us, that consisted of a total of 60,000 square feet. Those uses were opposed by residents of the Long Leaf Subdivision at the September 16, 1999 Planning Board hearing. The hearing was continued indefinitely to allow the applicant and the citizens to work out their differences. This Detailed Site Plan represents the culmination of the effort between the applicant, the citizens and the City of Bowie to resolve those differences.
3. In general, the Detailed Site Plan is in conformance with the approved Conceptual Site Plan, SP-96027/01. The Conceptual Site Plan was approved by the Planning Board in April 1997 and limited the development to 60,000 square feet of retail, a 6,000 square-foot restaurant, 4,000 square feet of bank/office, and 350 luxury apartments. The Planning Board approved a Preliminary Plan, 4-97016 in April 1997, limiting the development to any permitted uses generating a maximum of 13,861 daily vehicle trips.

The applicant has indicated that they have not been able to attract a bank/office user, and therefore, that component has been eliminated from the development. CB-15-1997, which was adopted by the County Council on May 22, 1997, reduced the number of required uses in the M-X-T Zone from three uses to two uses. By eliminating the bank/office component, the overall development will have two uses, residential and the restaurant. The citizens of

the Longleaf Subdivision were opposed to the previously proposed commercial uses; therefore, that component of the subdivision was also eliminated from the development.

One of the specific purposes of Conceptual Site Plans is to illustrate approximate locations where buildings, parking lots, streets, green areas, and other similar physical features may be placed in the final design for the site. Staff is of the opinion that with the elimination of the bank/office and the commercial component, the Detailed Site Plan (DSP) will still be in substantial compliance with the Zoning Ordinance and the Conceptual Site Plan (CSP).

4. Conformance to the Preliminary Plat of Subdivision 4-97016

The Preliminary Plat was approved by the Planning Board on April 17, 1997 with 19 conditions (PGCPB No. 97-105). The final plat (Parcel ■B•, VJ 181 @ 73) for the subject portion of that preliminary was recorded on October 29, 1997. That Record Plat contains notes requiring conformance to the approved preliminary plat.

The subject Detailed Site Plan (DSP) reflects a Lot ■B• and a Lot ■C• on the ■Existing Condition Plan• (Sheet #3). As noted above, the property is currently described as one parcel and the DSP should reflect the single parcel and not the two lots as shown on the plan. The exterior boundary shown on the DSP is consistent with the exterior boundary reflected on the Record Plat.

The area of Parcel ■B• was originally shown as five parcels on the preliminary plat, but ultimately plated as one parcel. The five parcels shown on the preliminary plat were originally intended for commercial development. The subject DSP proposes the development of six buildings for multi-family dwelling units and a separate building for a restaurant. The preliminary plat was approved prior to the requirement (CB-3-1997) for a determination of adequate public facilities for schools. While the subject parcel was originally intended for commercial development, there are no plan approval conditions that restrict the implementation of residential dwelling units in place of the commercial development. Parcel ■B• is shown on a Record Plat and therefore may support any development permitted in the M-X-T Zone that is consistent with the parcel configuration. Should the applicant propose to subdivide parcel ■B• into two lots (as shown on the ■Existing Condition Plan•) a preliminary plat will be required. Any new preliminary plat will be subject to the adequacy laws in effect at the time of an approval.

Conditions 2 (TCP II approval), 6 (landscape strip along Governor's Bridge Road), 9 (development trip cap), 12-16 (adequate recreational facilities, RFA and bonding), and 18 (siting of the recreational facilities) are still applicable to the subject DSP. Since the two picnic areas shown on the subject plan were not included in the original recreational package, appropriate conditions for their implementation (pursuant to preliminary plat conditions 12, 14, 15 and 16) should be established.

5. Site Data:

Zone	M-X-T
Gross Site Area	29.09 ac.
Residential	27.17 ac.
Restaurant	1.79 ac.
<u>Parking Required</u>	845 spaces
6,742 SF Restaurant (218 seats)	73 spaces
338 Apartments (Phase I)	
(1.76 spaces/unit, as allowed by Planning Board approval of Phase I.)	595 spaces
140 Apartments (Phase II)	
(1.76 spaces)	247 spaces
Clubhouse (Lease Office @ 550 SF)	2 spaces
Volleyball Court	1 spaces
<u>Total</u>	845 spaces
<u>Parking Provided</u>	989 spaces
6,742 SF Restaurant	109 spaces
338 Apartments (Phase I)	597 spaces
140 Apartments (Phase II)	260 spaces
Clubhouse/ Office/ Volleyball	23 spaces

Justification for parking has been provided in accordance with Section 27-574 of the Zoning Ordinance which requires the applicant to provide parking calculations for Planning Board approval at the time of Detailed Site Plan. (See Finding 14 for parking calculations.)

Floor Area Ratio/Density Calculations

Gross Site Area	29.09 ac.(1,267,160 sf.)
Base FAR (.400)	506,864 sf
Proposed GFA	
Restaurant	6,742 sf
Residential	
Phase I (338 Dus) (SP-97029)	335,344 sf

	(Includes Community Building)	
	Phase II (140 Dus)	162,021 sf
Total		504,107 sf

Proposed FAR (site wide) 0.398 FAR

6. The Detailed Site Plan will represent a reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use when the conditions of approval below have been met.
7. The Detailed Site Plan is in general conformance with the applicable Sections of the *Landscape Manual*. Because of a shared access with the apartments, the location of a required Section 4.7 bufferyard is not according to the strict requirements of the *Landscape Manual*. Staff recommends that the applicant obtain approval of Alternative Compliance from the Planning Director prior to certificate approval of the Detailed Site Plan.

Sec. 27-542. Purposes of the M-X-T Zone

8. *To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, and major transit stops, so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and moderately priced living opportunities for its citizens.*

The proposed development is located in the southeast quadrant of the interchange of US 50 and US 301, one of the most significant interchanges in the County. The proposed uses, consisting of a 6,742 square-foot restaurant pad and 478 total multifamily dwelling units, will enhance the economic status of the County, provide a source for some desirable employment, and provide moderately priced living opportunities.

9. *To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment.*

The development proposal meets this requirement by developing land which is located within 1,000 feet of a major interchange, US 50 and US 301. Existing public facilities are available to the site. The proposed mixed-use development will ensure the conservation of the value of land and will protect against random, scattered development, commonly referred to as suburban sprawl.

10. *To promote the effective and optimum use of transit and other major transportation systems.*

The proposed development is located near two major transportation corridors, US 50 and US 301. The master-planned PT-1 alignment, which was intended to be on the existing Longleaf R-R Zoned cluster development, has been determined by the MTA to be inappropriate for this site as well. However, with the site's close proximity to US 50 and US 301, and available bus routes in the area, the proposed development does promote the optimum use of the major transportation system.

11. *To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area.*

The combination of residential and a restaurant use creates the atmosphere to encourage 24-hour activity. Each of these community elements will have its own daily schedule and peak hours of operation. A 24-hour activity environment is promoted by the staging of the uses, with the residential activities such as the pool, volleyball, horse shoes, tot-lot, and exercise facilities primarily in the daylight and evening hours. The club house also has a social room for parties and meetings. Additional vitality in the area will be created by the apartment residents using the restaurant services provided within the proposed project.

12. *To encourage diverse land uses which blend together harmoniously.*

Each of the proposed land uses is distinct in its role and function. However, the uses should blend together harmoniously both in their interdependence as well as from an architectural and design standpoint.

In addition to the connection of the various components from a use standpoint, the community has been integrally related from a design and architectural standpoint. In this regard, consistent landscaping will help to unify the entire community. Green spaces, a pedestrian path system and an internal roadway system will physically link the uses. The development will also have consistent signage throughout the community. Architectural consistency will be provided by the use of similar building styles, roof lines, materials, color choices and detailing.

13. *To create dynamic, functional relationships among individual uses within a distinctive visual character and identity.*

Dynamic, functional relationships among individual components of the project will create interaction between uses, i.e., residents of the community will be able to use the restaurant. The uses are interconnected by a comprehensive pedestrian system which will include sitting areas with benches, special paving and landscaping between the restaurant and residential areas. In addition, common architectural elements and other design elements will provide a distinctive visual character and identity which will provide continuity within the development.

14. *To promote optimum land planning with greater efficiency through the use of economies of scale and savings in energy beyond the scope of single-purpose projects.*

The mix of uses ensures greater efficiency through the use of economies of scale and savings compared with a single user for the site. The separate uses of the site will have peak activity hours at different times of the day. As a result, shared parking could occur between the restaurant and residential uses in accordance with Section 27-574 of the Zoning Ordinance which requires the applicant to provide parking calculations for Planning Board approval at the time of Detailed Site Plan. However, because of the elimination of the commercial and office components and the addition of 140 residential units, shared parking will not be necessary.

The applicant provided the staff with a parking analysis at the last Detailed Site Plan review for the development which shows a comparison of parking as would be required in conventional zones with parking needs based on peak usage of the various uses in the development. The study was originally based on a development with residential, office, retail and restaurant uses. Parking for the residential area was determined to be adequate at 1.76 spaces per dwelling unit compared to 2.0 to 3.0 spaces required in the conventional zones, based on the number of bedrooms per unit.

The applicant hired The Traffic Group, Inc. to do the parking study. The Traffic Group examined three residential properties in the vicinity that are similar to what the Governor Green project is proposed to be, which included Heather Ridge in Bowie, Hunter's Glen in Upper Marlboro, and Keswick Park in Crofton. The Traffic Group found that during peak periods (2 a.m. to 5 a.m.), tenants were utilizing 1.26 parking spaces per unit on average. ■ As a result, many of the spaces are left vacant, resulting in unnecessary impervious surfaces, and the unsightly storage of excess vehicles, including large recreational vehicles, campers, and boats. Therefore, the Planning Board determined that 1.76 spaces per unit would be adequate for the residential component.

15. *To permit a flexible response to the market.*

The residential component consists of a total of 478 luxury apartments between Phase I and Phase II. Phase I construction is near completion. The applicant has proposed a variety of amenities which include a community building, swimming pool and other recreational facilities for the residential development. The proposed 6,742 square-foot sit-down restaurant (Carrabba's) is the only other use proposed for the development.

16. *To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.*

The applicant has stated their commitment to superior design through the use of quality building materials, the sharing of common design themes throughout the development, and a comprehensive and thematic pedestrian system with a variety of spaces, lighting, signage

and landscaping. The proposed architecture will be the same as constructed on Phase I and will consist of a variety of building forms and materials such as brick, split-faced block, synthetic stucco, and other architectural treatments which will give the buildings an attractive appearance.

Sec. 27-546. Site plans.

(d) *In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:*

17. *The proposed development is in conformance with the purposes and other provisions of this Division.*

As described in the above findings, the proposed development is in conformance with the purposes of this division.

18. *The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation.*

The proposed development will be primarily outwardly oriented toward Bowie Gateway Center, across US 301 and toward the Saturn and Roger's car dealerships, across Governor Bridge Road. The restaurant use proposed for the site will be physically and visually integrated with the uses being developed at Bowie Gateway through the use of repetitive patterns and arrangements, architectural styles, details and materials, streetscape elements, signage and landscaping.

19. *The proposed development is compatible with existing and proposed development in the vicinity.*

The proposed residential development is compatible with existing and proposed retail, office and residential development in the vicinity. The residential area has been carefully sited to be adjacent to the existing Longleaf subdivision, so as to shield Longleaf from the proposed retail. The retail and restaurant uses have been carefully sited to shield the bulk of the on-site residential from the car dealerships to the north, US 301 to the west and the retail and office uses in Bowie Gateway to the west of US 301, while providing visibility from the major road network for the future retailers on the site. Adequate space has been provided for berming and landscaping in the form of an existing 35-foot landscape buffer on the Longleaf development, and an additional 35 feet of landscape buffer comprised of existing vegetation supplemented with heavy evergreen plant materials provided by the applicant on the subject property, for a total of a 70-foot landscaped buffer. Furthermore, the applicant has provided a minimum building setback of 35 feet for a multifamily building which sides on the

property line shared with the existing Longleaf development to the east, and a 100-foot building setback for buildings whose front facade fronts on Longleaf.

20. *The mix of uses, and the arrangement and design of buildings and other improvements, reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability.*

The proposed mixed-use development can provide a basis for a functional relationship between the uses as proposed on the Conceptual and Detailed Site Plans. The arrangement and design of buildings and other site amenities such as common architectural treatments, comprehensive pedestrian system, streetscape elements, lighting, signage and landscaping, as proposed will reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability.

21. *If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases.*

The Phase I residential component is already constructed. The restaurant, while being built independently, will be fully integrated with the existing and new residential development.

22. *The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development.*

The Detailed Site Plan shows a pedestrian system that is well integrated throughout the development and connected to each use, thereby encouraging pedestrian activity within the development. In order to promote the use of the pedestrian system, various activity centers are proposed by the applicant. These activity centers, including recreational areas, sitting areas, courtyards, and plazas are proposed to serve as gathering areas and focal points. Where these activity areas are provided, quality paving materials are proposed, with seating, special lighting and attractive landscaping provided as well.

23. The Environmental Planning Section (EPS) has reviewed the Detailed Site Plan and offered the following comments:

Scenic/Historic Roads

- a. Governor's Bridge Road was identified as a historic road in the *Historic Sites and Districts Plan* and the Bowie-Collington Master Plan at time of preliminary plan. Although many of the visually significant elements have been lost between US 301 and approximately the entrance to the car dealership on the north side of the road, beyond this point the roadway retains a rural character, and provides a transition into a low density residential area.

EPS staff feels that the key scenic feature of this roadway is its wooded roadsides. Even though the trees are not of specimen size at this time, preservation, enhancement and/or recreation of this feature should be the basis for on-site design related to the scenic/ historic road.

Creation of a 50-foot-wide landscape buffer was applied in the Longleaf development to the east, and has been proposed at the Rogers Property to the north. EPS staff suggests that a wider landscape strip be considered between the parking area and the right-of-way line in order to allow more substantial landscaping outside of PUE restrictions.

- b. The preliminary plan was approved subject to the following condition:

■At time of Detailed Site Plan, the landscape strip and planting areas along and adjacent to Governor's Bridge Road shall be treated to enhance the historic character of the road through the use of vernacular plant materials, landscape planting patterns or other appropriate means.●

The Landscape Plan and Tree Conservation Plan should therefore be reviewed for fulfillment of this condition.

EPS staff's recommendation is that the landscape strip on this property be treated to achieve a hedgerow effect, typical of roads in this area, and incorporate the types of native trees and shrubs which would typically be found in a hedgerow, such as Eastern Red Cedar.

- c. In reviewing the Landscape Plan, staff offers the following suggestions and recommendations:

1. Now that the use of this portion of the site has changed from commercial to more residential in character, the character of the landscape strip should change from a more typical commercial design, to a denser, more residential appearance. Major shade trees should be placed closer on-center, and be planted as close to the roadway as possible in order to begin to create a tree tunnel effect.

Evergreen and shrub planting should be placed to create more of a hedgerow effect. Plant materials should be Eastern Red Cedar, Holly or Hemlock rather than White Pines; shrubs should be more native varieties, rather than parking lot ornamentals.

2. Staff is concerned about the appearance of garages placed just behind the landscape strip on Governor's Bridge Road. After review of the architecture, a determination should be made about the visual effect on the sce-

nic/historic road, whether it is appropriately located, should be upgraded in appearance, or should be relocated.

The applicant has incorporated more Eastern Red Cedars into the plan to the satisfaction of the Urban Design Section.

- d. Because Governor~~s~~ Bridge Road is a designated historic/scenic road, right-of-way improvements to this road will therefore be subject to *Design Guidelines for Scenic and Historic Roads* prepared by the Department of Public Works and Transportation.

Design factors which should be taken into consideration in the determination of roadway improvements should include:

- 1. The transition between the commercial uses occurring along this segment of the road(Governor~~s~~ Green M-X-T to the south, Roger~~s~~ Property on the north) to the residential (Governor~~s~~ Green multi-family housing area, Longleaf) and low density residential uses to the east;

Woodland Conservation

- e. A Type II - Tree Conservation Plan, TCP II /60/97 , was previously received and approved. The approved TCP II indicated that the applicant would provide the threshold of 4.18 acres on-site, through a combination of preservation, reforestation and afforestation, and that 2.08 acres of off-site woodland conservation would be designated at time of Detailed Site Plan, for a woodland conservation total of 6.36 acres.

The TCP II was found to be in general conformance with the TCP I.

- f. The applicant subsequently recorded an easement for 2.49 acres of off-site woodland conservation area.
- g. The TCP II has now been revised to show additional clearing. As a result the woodland conservation requirements have increased, which should be reflected in the worksheet.
- h. It also appears that areas proposed for woodland preservation originally, may now lack sufficient plant materials, and may need additional planting at this time in order to fulfill the definition of woodland conservation. Preservation areas should be re-evaluated at this time.
- i. The TCP II should be revised as follows:

1. In reforestation areas which were also being used as buffer yards, or proposed to contain large scale plant materials, equivalent plant unit comparisons should be provided for all areas. Additional planting may be needed to fulfill woodland conservation planting density requirements;
2. Woodland reforestation which is less than 35-feet in width should be eliminated;
3. The woodland adjacent to the Longleaf Subdivision should be labeled as preservation with selective clearing and under planting due to the poor quality of woodlands present in this area, and its sensitive relationship to the adjacent residential development.
4. Because there are no suitable locations on site to provide additional woodland conservation, additional off-site woodland conservation easements must be obtained to complete woodland conservation requirements for development of the site. All easements must be recorded prior to the issuance of building permits for this site.

The Natural Resources Division recommends the approval of SP-97029/01 and revisions to TCP II/60/ 97 subject to conditions 2 and 3 below.

24. The Transportation Planning Division has reviewed the site plan, and offers the following comments:

On April 17, 1997, the Prince George's County Planning Board approved preliminary plat 4-97016 known as Governor's Green. Based on PGCPB resolution # 97-105, the preliminary plat was approved with 19 conditions, including the following:

1. **Prior to issuance of each building permit, the applicant, his heirs, successors and/or assigns shall pay to Prince George's County an amount calculated as \$210.00/daily vehicle trip X (*FHWA Construction Cost Index yearly average at the time of building permit application*)/(*FHWA Construction Cost Index for the 3rd quarter of 1992*).**
2. **Development of the site shall be limited to any permitted use generating a maximum of 13,861 daily vehicle trips consistent with the September 29, 1992 clarification memorandum (known as the "1992 memorandum") to the *Southeast Quadrant Adequate Public Facilities Evaluation of Development Impact*, as originally reviewed by the Planning Board on September 17, 1992.**

With regard to condition number 2 above, the subject application proposes 140 multi-family units. It should be noted that the applicant had received prior approval for 338 multi-family units. These additional units would bring the total to $338 + 140 = 478$ units. Based on the

trip generation rates cited in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*, a multi-family unit generates 6.5 daily trips. Therefore, 478 units would generate $(478 \times 6.5 =) \underline{3,107}$ daily trips. In addition to residential uses, the subject application also proposes a restaurant. The *Trip Generation Manual* provides trip rates for three categories of restaurants; **Fast Food, High-Turnover (Sit-Down) Restaurant** and **Quality Restaurant**. Based on the description of the proposed restaurant, staff applied trip rates for Quality Restaurants (831) in evaluating its trip generating potential. The rate cited by the *Manual* is 89.95 trips per day for each 1,000 square foot of gross floor area. With a proposed floor area of 6,742 square feet, the trip generation for the restaurant would be $(6.742 \times 89.95 =) 606$ daily trips. The total trips that would be generated by the entire Governor's Green development would therefore be $(606 + 3,107 =) \underline{3,713}$. The trip cap identified in condition 2 has therefore not been exceeded.

Based on the fee structure identified in condition number 1, the applicant payment to Prince George's County would be $[(140 \times 6.5 \text{ trips}) + 606] \times \$210/\text{trip} = \underline{\$318,360.00}$.

TRANSPORTATION STAFF CONCLUSIONS

The Transportation and Public Facilities Planning Division concludes that the proposed site plan is deemed acceptable as required by Section 27-285 of the Prince George's County Code if the application is approved subject to condition 4 below.

25. In general, the Detailed Site Plan is in conformance with Section 27-613 (f) of the Zoning Ordinance for building mounted signage, and Section 27-614 (e) for free-standing signage in the M-X-T Zone. Carrabba's has a total of 95 square feet of building mounted signage. An 8-foot-high freestanding project identification sign with an area of approximately 198 square feet is to be located on the north side of the main entrance to the shared access to the restaurant and residential parcels. The sign will be constructed of stone to match the extensive wall system in Phase I of the project. The proposed signage is appropriate in size, type, and design, given the proposed location and the use to be served, and in keeping with the remainder of the M-X-T Zone development.
26. The City of Bowie recommends approval of the Detailed Site Plan, subject to 12 conditions. Most of those conditions have been carried forward as recommendations for the approval of this Detailed Site Plan. Condition 1 of Bowie's conditions reads as follows:

■ Detailed Site Plan approval is contingent upon the applicant's proffer of an additional 30 computers to the Heather Hills Elementary School, as well as formal agreement between the applicant and the Prince George's Public School System which ensures that the principal of Heather Hills can construct a facility with the \$35,000.00 provided by the applicant to mitigate the impact of the proposed development.●

The applicant has acknowledged to the staff that the above condition has been proffered to the City of Bowie in accordance with their annexation agreement which stipulates that the applicant will participate in the Partners for Education Program. The applicant has partnered with the Heather Hills Elementary School to mitigate the impact of the additional students generated by the development as well as the students currently over 130% of State Rated Capacity. Since the computers and funds are provided pursuant to the annexation agreement with the City of Bowie, staff does not feel that it is necessary to include as a condition of approval of the Detailed Site Plan.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type II Tree Conservation Plan (TCPII/60/97) and further APPROVED Detailed Site Plan SP-97029/01 for the above-described land, subject to the following conditions:

1. Prior to certification of the Detailed Site Plan, the following information shall be provided on the plans:
 - a. All handicap parking stalls throughout the entire site, including the existing development, shall be painted blue in their entirety, in addition to the standard pavement-painted symbol and signage located at the head of each stall. A note to this effect shall be placed on the plan. One van accessible space shall be provided in each portion of the site under review, and each space shall be identified on the plan and in the field with the proper signage.
 - b. All compact parking spaces shall be identified in the field.
 - c. The screening of the trash/loading area serving Carrabba's shall be constructed of a hard-surface material to match what is proposed on the eastern elevation of the building. The height of this enclosure area shall be at least eight feet. The height of the gates used in the trash/loading area shall also be at least eight feet and shall be board-on-board, stained to match the color of the walls of the service area. A detailed of the walls and gates shall be provided on the site plan.
 - d. ■Stop● signs along with pavement-painted Stop bars shall be installed in the interior of the site: one at the southwest corner and one at the northeast corner of the four-way intersection of the main access driveway leading into the site from Governor's Bridge Road. Standard signage indicating a pedestrian crossing shall be installed east and west of the aforementioned four-way intersection.
 - e. Depressed ramps shall be installed at all locations where the sidewalk system intersects parking areas and drive aisles.

- f. Depressed ramps for potential users with physical disabilities shall be installed so as to not provide cross-slopes which could potentially cause pedestrians to lose their balance.
- g. The sidewalk on the north side of the main access drive shall be pulled back from the driveway edge at least six feet, allowing the five shade trees to be installed between the sidewalk and access drive.
- h. Landscaping
 - 1. A continuous hedge of Manhattan Euonymus, or similar species, shall be planted at the heads of the 13 parking spaces on the southern side of the main access driveway.
 - 2. Single deciduous shade trees shall be planted in the parking field approximately every six parking spaces. To protect these trees, concrete curbing shall be provided around them.
 - 3. The planting scheme along the western elevation of Buildings 4 and 5, which includes the use of four Nellie R. Stevens Holly trees, shall be repeated along all elevations facing a parking lot.
- i. Lighting
 - 1. The height of the poles and fixtures (including mounting base, if any) shall not exceed the height of the buildings or 25 feet, whichever is less.
 - 2. All parking lot lighting shall consist of full cut-off fixtures and shall include timing devices to turn off unneeded lighting during times the parking lots are not in use. The lights in the restaurant parking lot shall be directed away from the apartments.
 - 3. The ornamental lighting poles shall not exceed a height of eight feet. The overall height of the ornamental pole and lantern shall not be greater than 10 feet.
 - 4. The developer shall install a street light along Governor Bridge Road to illuminate the site access/pedestrian crossing.

j. Signage

1. The total area of the two building-mounted signs for Carrabba's shall not exceed 95 square feet. No additional building-mounted, freestanding or ground-mounted signage shall be approved for the restaurant.
2. No flags, banners or inflatable objects shall be mounted, suspended or otherwise displayed from the building or be permitted on the site, except a standard size American flag. A note shall be provided on the site plan reflecting this recommendation.

k. Architecture and Building Materials

1. Carrabba's
 - (a) Stone on Carrabba's shall be installed at a continuous, level height of nine feet above finished grade on only the southern elevation. The remainder of the southern elevation shall be brick, with the Dryvit being eliminated.
 - (b) The northern, eastern and western elevations of Carrabba's shall be completely brick.
 - (c) All brick used on Carrabba's shall blend or be compatible with that used on the apartment buildings in the residential portion of the Governor's Green project.
 - (d) All solid doors on the restaurant shall be painted to match the color of their respective walls.
2. Apartment and Garage Buildings
 - (a) The architecture and use of materials on the proposed apartment and garage buildings shall match those of the existing buildings in Phase I.
2. Prior to the issuance of a building permit for Phase II, the applicant shall apply for Alternative Compliance from Section 4.7 of the *Landscape Manual* at the entrance drive, subject to the approval of the Planning Director.
3. Prior to certificate approval, the TCP II shall be revised as follows:
 - a. The worksheet shall be revised to indicated the current level of clearing, reforestation, and off-site woodland conservation credits required.

- b. All reforestation/afforestation areas shall have a minimum width of 35-feet, and a minimum size of 2,500 sf.
 - c. Woodland preservation areas proposed on-site shall be evaluated to see that they meet woodland density requirements after clearing. If insufficient woodlands exist in designated preservation areas, additional plantings shall be provided in designated woodland conservation areas.
 - d. Woodland reforestation areas which have been landscaped to fulfill other planting requirements, shall demonstrate that they meet planting equivalency requirements.
4. Prior to the issuance of permits for this site, a signed and recorded easement for additional off-site woodland conservation shall be submitted to the Environmental Planning Section of M-NCPPC.
 5. Prior to issuance of any residential building permit, the applicant, his heirs, successors and/or assigns shall pay to Prince George's County an amount calculated as **\$1,365.00 per unit** x (*FHWA Construction Cost Index yearly average* at the time of building permit application)/(*FHWA Construction Cost Index* for the 3rd quarter of 1992).
 6. Prior to issuance of any building permit for the proposed restaurant, the applicant, his heirs, successors and/or assigns shall pay to Prince George's County an amount calculated as **\$127,260.00x** (*FHWA Construction Cost Index yearly average* at the time of building permit application)/(*FHWA Construction Cost Index* for the 3rd quarter of 1992).
 7. Prior to the issuance of a building permit for the residential portion of Phase II, the applicant shall either amend the existing RFA or submit a new RFA for the two new picnic areas and the relocated volleyball court.
 8. Prior to the issuance of a building permit, the applicant shall submit to the Planning Board or its designee a performance bond, letter of credit or other suitable financial guarantee, in an amount to be determined by the Planning Board.

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

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This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner McNeil, seconded by Commissioner Boone, with Commissioners McNeil, Boone,

and Hewlett voting in favor of the motion, and Commissioner Brown absent at its regular meeting held on Thursday, June 1, 2000, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 1st day of June 2000.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:GAW:meg