



The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Development Review Division
301-952-3530

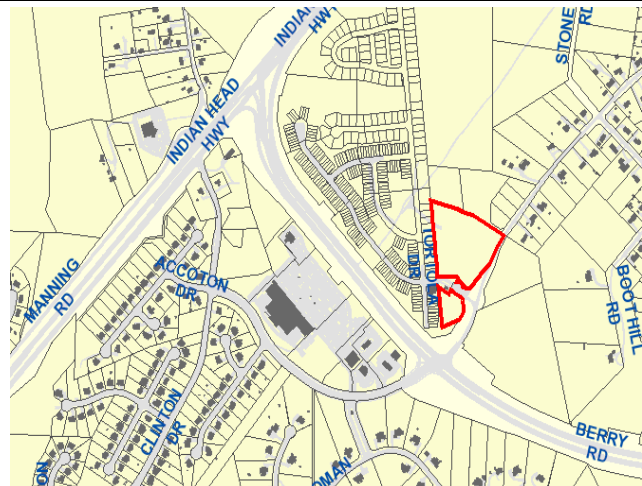
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Conceptual Site Plan CSP-20001

Addition to Signature Club at Manning Village

REQUEST	STAFF RECOMMENDATION
75 to 80 townhouse units, including four live/work units, which have a total office space between 2,600 and 3,100 square feet.	APPROVAL with conditions

Location: On the west side of Manning Road, north of its intersection with MD 228 (Berry Road).



Gross Acreage:	7.26
Zone:	M-X-T
Dwelling Units:	75-80
Gross Floor Area:	2,600–3,100 sq. ft.
Planning Area:	84
Council District:	09
Election District:	05
Municipality:	N/A
200-Scale Base Map:	221SW01
Applicant/Address: Signature Land Holdings, LLC 2120 Baldwin Avenue, Suite 200 Crofton, MD 21114	
Staff Reviewer: Henry Zhang, AICP, LEED Phone Number: 301-952-4151 Email: Henry.Zhang@ppd.mncppc.org	

Planning Board Date:	07/01/2021
Planning Board Action Limit:	07/01/2021
Staff Report Date:	06/16/2021
Date Accepted:	04/22/2021
Informational Mailing:	08/28/2020
Acceptance Mailing:	04/14/2021
Sign Posting Deadline:	06/01/2021

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mncppcapps.org/planning/Person_of_Record/.
Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Conceptual Site Plan CSP-20001
Type 1 Tree Conservation Plan TCP1-009-2021
Addition to Signature Club at Manning Village

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

EVALUATION CRITERIA

This conceptual site plan application was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of Zoning Map Amendment A-9960-C;
- b. The requirements of the Prince George's County Zoning Ordinance in the Mixed Use-Transportation Oriented (M-X-T) Zone and the site design guidelines;
- c. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- d. The requirements of other site-related regulations; and
- e. Referral comments.

FINDINGS

Based upon the evaluation and analysis of the subject application, the Urban Design staff recommends the following findings:

1. **Request:** The subject application proposes a conceptual site plan (CSP) for 75 to 80 townhouse units, including 4 live/work units, which have a total office space between 2,600 and 3,100 square feet.

2. Development Data Summary:

	EXISTING	PROPOSED
Zone	M-X-T	M-X-T
Use(s)	Vacant	Residential/ Office
Acreage	7.26	7.26
Total Gross Floor Area (GFA) (sq. ft.)	-	220,800-236,800
Of which Office GFA	-	2,600-3,100
Residential GFA	-	218,200-233,700
Total One-Family Attached Dwelling Units	-	75-80
Of which live/work 4 units	-	4

Floor Area Ratio in the M-X-T Zone

Base Density Allowed:	0.40 FAR
Residential Optional Method:	1.00 FAR
Total FAR Permitted:	1.40 FAR*
Total FAR Proposed:	0.7-0.75 FAR

Note: *Maximum density allowed, in accordance with Section 27-545(b)(4), Optional method of development, of the Prince George’s County Zoning Ordinance, for providing 20 or more residential units.

3. **Location:** The subject property is located on the west side of Manning Road East and on both sides of Caribbean Way, just north of the intersection of MD 228 (Berry Road) and Manning Road East, in Planning Area 84, Council District 9.
4. **Surrounding Uses:** This triangular property is wedged between Pod 2 (mainly residential), to the west and south, and Pod 3 (mainly commercial), to the east, beyond Manning Road East, of the larger Signature Club (previously known as Manokeek) project, in the Mixed Use-Transportation Oriented (M-X-T) Zone. To the north, there are vacant properties in the Rural Residential (R-R) Zone.
5. **Previous Approvals:** The subject property was identified as an outparcel in Preliminary Plan of Subdivision (PPS) 4-01065, which was approved (PGCPB Resolution No. 02-09) by the Prince George’s County Planning Board in 2002, due to a finding of inadequate water and sewer facilities. The subject site consists of two parcels, known as Outparcels A and B, which were formerly part of a larger property known as Parcel 25, and otherwise referred to as the Vincent Property.

On January 13, 2005, the Planning Board recommended approval of Zoning Map Amendment A-9960, which requested a rezoning of Parcel 25, including the subject site, from the R-R Zone to the M-X-T Zone. In 2006, the Prince George’s County District Council affirmed the Zoning Hearing Examiner’s decision on this rezoning application via Zoning Ordinance No. 2-2006, with seven conditions.

The 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* retained the subject property in the M-X-T Zone.

6. **Design Features:** The subject site is triangular in shape, with the long side fronting the Signature Club to the west, which is under construction, pursuant to Detailed Site Plan DSP-04063-04, with single-family detached and attached residential dwelling units. Caribbean Way bisects the triangular site into a 6.178-acre northern section and a 1.06-acre southern section. Vehicular access to both sections will be via full access points off Caribbean Way, which is further connected to Manning Road East. Caribbean Way is also the right-of-way that connects Pods 2 and 3 of the larger Signature Club property on the east and west of the subject site.

Approximately 75 townhouses and a community center will be in the northern section and 4 live/work units, including up to 3,100 square feet of office space, will be in the southern section. Illustrative images of the possible live/work units have been included in this application. The units feature a three-story, gable-roof building, with the first floor as office space with a separate entrance. The appearance of the units is otherwise like normal townhouses. Details of the unit design will be provided at the time of DSP. The location of the proposed live/work units in the southern section will minimize any possible negative impacts on the rest of the townhouses. It is the applicant's intention that the proposed development in this CSP will be the future stage of the larger Signature Club at Manning Village project, and will be constructed by the same builder, Caruso Homes.

Given the scale and multiple phases of the proposed development, there are plenty of opportunities for application of sustainable site and green building techniques in the development. The applicant should apply those techniques, as practical, at the time of DSP. A condition has been included in the Recommendation section of this report requiring the applicant to provide sustainable site and green building techniques that will be used in this development with the submittal of the DSP.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Map Amendment A-9960-C:** The District Council approved Zoning Map Amendment A-9960-C on January 9, 2006, to rezone the Parcel 25, approximately 12.54 acres of land, including the subject site, from the R-R Zone to the M-X-T Zone, with seven conditions. The conditions of approval that are relevant to the review of this CSP warrant the following discussion:

2. **The total combined development of the western portion (8.57 acres) of the subject property and Pod 2 on CSP-99050 shall not exceed the total development approved for Pod 2 on CSP-99050.**

The total development approved on Pod 2 in CSP-99050, which is the CSP for the larger Signature Club at Manning Village project, consists of 800 residential units and a mix of up to 70,000 square feet of retail/office space in three distinct pods. The 800 residential units were initially proposed as age-restricted condominiums, including various housing types, such as single-family detached, townhomes, and multifamily on Pod 2.

Pod 2 is now approved to be developed with 313 fee-simple residential units, including single-family detached units and townhomes. The subject CSP proposes

approximately 80 townhouses, of which four units are live/work with office space between 2,600 to 3,100 square feet. When combined, the total development between the two sites includes 393 residential units, which is well within the total development of 800 units, as approved in CSP-99050 for Pod 2.

- 3. The wetland area located at the southwestern corner of this property shall be protected from grading disturbances, throughout the development process. During the review of all subsequent plans, the wetland and the 25-foot buffer area shall be protected by a platted conservation easement.**

The wetland area in question is shown on the CSP with the 25-foot wetland buffer that will not be disturbed and will be protected by a platted conservation easement. This issue will be further reviewed at the time of PPS.

- 4. All Conceptual Site Plans, Preliminary Plans of Subdivision, Detailed Site Plans, and Tree Conservation Plans proposing residential development on this site shall include a Phase I and Phase II Noise Study, as appropriate, to show the location of the 65 dBA Ldn noise contour (mitigated and unmitigated), and to show that all State noise standards have been met for interior areas of residential and residential-type uses.**

A noise study was prepared to address this condition when the adjacent Pod 2 was approved. The unmitigated 65 dBA Ldn line, from that approval, is outside the building envelope for the southern section where the proposed live/work units will be located. There is no outdoor play area shown within the unmitigated 65 dBA Ldn line. The noise issue will be further reviewed at the time of PPS. However, the unmitigated 65 dBA Ldn line should be more clearly shown and labeled on the CSP and Type 1 tree conservation plan (TCP1), as conditioned herein.

- 5. The conceptual site plan shall show the proposed community center in a more prominent location.**

At the time of A-9960-C approval, the applicant submitted an illustrative plan, which depicted residential development, a live/work component, and a community center. The subject CSP shows an approximate location of a community center in the middle of the northern section. However, the applicant indicates that the units proposed in this CSP will be the next stage of the larger Signature Club at Manning Village and will be incorporated into the homeowners association (HOA) of DSP-04063-04 (where 313 units are located to the west of the subject site) and will have access to the community center in that pod. Any incorporation of this development into the adjacent existing HOA will have to be evaluated and conditioned accordingly, at the time of PPS.

Given the schematic nature of a CSP, the condition has been fulfilled by simply showing the location of the future community center in the center of the larger section. However, the applicant should either provide details of the community center at the time of PPS, as part of the adequate recreation facility evaluation, or provide evidence that this condition attached to the rezoning application has been removed by the District Council. A condition requiring this has been included in the Recommendation section of this report.

6. The bufferyard required between the land uses in the M-X-T Zone and uses on adjoining R-R land shall be doubled.

Properties in the M-X-T Zone will be required to comply with the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), including Section 4.7, Buffering Incompatible Uses. The site's conformance with the requirements of the Landscape Manual will be reviewed at the time of DSP when detailed information will be available. Given the proposed use in the northern section will be townhouses, if the adjacent R-R-zoned property will be developed with single-family detached homes, usually a 10-foot-wide bufferyard would be required. In this case, a 20-foot-wide bufferyard is required, in accordance with this condition and will be enforced at the time of DSP. As a condition of rezoning, no alternative compliance would be allowed from this requirement.

7. The woodland conservation threshold shall be at 20 percent.

The woodland conservation threshold is 20 percent in the Type 1 tree conservation worksheet, as shown on TCP1-009-2021, which is a part of this application. This condition has been satisfied.

8. Prince George's County Zoning Ordinance: The subject CSP has been reviewed for compliance with the requirements of the M-X-T Zone and the site design guidelines of the Zoning Ordinance.

a. The subject application is in conformance with the requirements of Section 27-547, Use Permitted, of the Zoning Ordinance, which governs uses in all mixed-use zones, as follows:

(1) The proposed one-family attached residential and live/work units, including office uses, are permitted in the M-X-T Zone. Per Footnote 7 of the Table of Uses, the maximum number and type of dwelling units should be determined at the time of CSP approval. Therefore, development of this property would be limited to the numbers and types as proposed in this CSP, that cannot exceed 80 one-family attached dwelling units, of which 4 are live/work units, with up to 3,100 square feet of office space.

(2) Section 27-547(d) provides standards for the required mix of uses for sites in the M-X-T Zone, as follows:

(d) At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage

devoted to each use shall be in sufficient quantity to serve the purposes of the zone:

- (1) Retail businesses;**
- (2) Office, research, or industrial uses;**
- (3) Dwellings, hotel, or motel.**

This CSP proposes up to 80 residential townhouses, of which 4 are live/work units, including up to 3,100 square feet of office. Two of the three required uses are included in this application, satisfying the requirement of Section 27-547(d). The amount of office space is sufficient to serve the purposes of the zone given the small area of the site, low number of dwelling units, nearby commercial uses, and planned incorporation of this site into the adjacent development.

- b. Section 27-548 of the Zoning Ordinance, M-X-T Zone regulations, establishes additional standards for the development in this zone. The CSP's conformance with the applicable provisions is discussed, as follows:

(a) Maximum floor area ratio (FAR):

- (1) Without the use of the optional method of development—0.40 FAR**
- (2) With the use of the optional method of development—8.0 FAR**

A floor area ratio (FAR) range of 0.7–0.75 is proposed in this CSP. The maximum allowed for this development is 1.40 FAR, in accordance with Section 27-545(b)(4), Optional Method of Development, of the Zoning Ordinance, which allows an additional FAR of 1.0 on top of the base 0.4 to be permitted, where 20 or more dwelling units are proposed. In this CSP, a total of 80 dwelling units are proposed.

(b) The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.

The applicant proposes to include the uses on the M-X-T-zoned property in multiple buildings on more than one lot, as permitted.

(c) Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.

This requirement is not applicable since this application is for a CSP. Subsequent DSP approvals will provide regulations for development on this property.

(d) Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape

Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land use.

The development is subject to the requirements of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone, and to protect the character of the M-X-T Zone from adjoining incompatible land uses, at the time of DSP.

- (e) **In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.**

The FAR for the proposed up to 236,800 square feet on the 7.24-acre property is 0.75. This will be refined further at the time of DSP, relative to the final proposed gross floor area of the buildings, in conformance with this requirement.

- (f) **Private structures may be located within the air space above, or in the ground below, public rights-of-way.**

There are no private structures within the air space above, or in the ground below public rights-of-way, as part of this project.

- (g) **Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.**

Both sections will be accessed from Caribbean Way, which is a public street; however, the residential townhouses and live/work units will be served by private streets and alleys. At the time of PPS, appropriate frontage and vehicular access for all lots and parcels must be properly addressed.

- (h) **Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not**

more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half ($\frac{1}{2}$) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the

Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

The subject CSP proposes 80 townhouses. Conformance with these specific townhouse requirements will be reviewed at the time of PPS and DSP, when detailed lot and building information is available.

- (i) The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.**

No multifamily buildings are included in this CSP.

- (j) As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance).**

The subject property was placed in the M-X-T Zone through A-9960-C. Therefore, this requirement does not apply.

- c. The subject application has been reviewed for conformance with the requirements of Section 27-546(d) of the Zoning Ordinance, which requires additional findings for the Planning Board to approve a CSP in the M-X-T Zone, as follows:

- (1) The proposed development is in conformance with the purposes and other provisions of this Division:**

The proposed development is in conformance with the purposes of the M-X-T Zone. For example, one purpose of the M-X-T Zone is to promote orderly development of land in the vicinity of major intersections to enhance the economic status of Prince George's County. The proposed development, consisting of up to 80 townhouses, including 4 live/work units, will be another phase of the larger Signature Club at Manning Village and provide additional housing types and increased economic activity proximate to the major intersection of MD 210 and MD 228. It also allows for the reduction of

the number and distance of automobile trips by constructing residential and nonresidential uses near each other. This CSP, in general, promotes the purposes of the M-X-T Zone and contributes to the orderly implementation of the *Plan Prince George's 2035 Approved General Plan*.

- (2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;**

The subject site was rezoned to the M-X-T Zone through A-9960-C, not through a sectional map amendment.

- (3) 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 outwardly oriented. The subject site is sandwiched between Pods 2 and 3 of the larger Signature Club at Manning Village development and will provide additional housing types to the existing market. The proposed development in this CSP will be physically and visually integrated with the adjacent existing development that is still under construction. The proposed four live/work units will be on the southern section that is physically separated by Caribbean Way from the rest of the townhouses. This arrangement will minimize the possible negative impacts of the live/work units on the rest of community and position them closest to MD 228 for easy access. How buildings relate to the street, especially viewed from both Manning Road East and Caribbean Way, and other urban design considerations will be addressed at the time of DSP, to ensure continued conformance with this requirement.

- (4) The proposed development is compatible with existing and proposed development in the vicinity;**

The proposed development is compatible with the existing and proposed development in the vicinity. As previously discussed, the proposed development is flanked on the east and west sides by Pods 2 and 3 of the larger Signature Club at Manning Village, which is a mixed-use project consisting of residential, commercial/retail, and office uses. The commercial/retail and office components of the larger project are located mainly on Pod 1, located on the south side of MD 228 and Pod 3, located to the east of the subject site across Manning Road East. The proposed CSP will provide market-rate housing options that will be complementary to the existing development. Given the property to the north is in the R-R Zone and most likely will be developed with single-family houses, the proposed townhouses will provide a transition between the different development patterns.

- (5) The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

Once the proposed development of this CSP is in place, the mix of uses, arrangement of buildings, and other improvements and amenities will produce a cohesive development capable of sustaining an independent environment of continuing quality and stability. The proposed development concept of residential townhouses with limited live/work units, which is envisioned as another phase of the larger project to be constructed by the same builder, will be a welcome addition to the existing mix of the development and will create new market synergy in the vicinity of the intersection of MD 210 and MD 228.

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

The larger Signature Club at Manning Village is currently under construction as a multiphase development, in accordance with the approved pods. This CSP will be developed in one single stage, but is envisioned as another phase of the Signature Club development and is designed as a self-sufficient entity, allowing for effective integration of subsequent phases.

- (7) The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;**

This requirement will be further evaluated in detail, at the time of PPS and DSP. The illustrative pedestrian and bicycle exhibit, submitted with the CSP, shows sidewalks adjacent to roadways, connecting to each section of the development and connecting to Pods 2 and 3.

- (8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and**

The above finding is not applicable because the subject application is a CSP. Further attention should be paid to the design of pedestrian and public spaces, at the time of DSP.

- (9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant (either**

wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.

The subject property was placed in the M-X-T Zone through A-9960-C, not through a sectional map amendment. Therefore, this finding is not applicable. Transportation adequacy for the proposed development will be further tested, at the time of PPS.

- (10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).**

The above finding is not applicable because the subject application is a CSP. This requirement will be evaluated at the time of DSP for this project.

- (11) On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.**

The subject property measures 7.26 acres and does not meet the above acreage requirement. Furthermore, this CSP does not propose development of a mixed-use planned community. Therefore, this requirement is not applicable.

- d. The CSP is in conformance with the applicable site design guidelines contained in Section 27-274 of the Zoning Ordinance. The proposed development concept provides a mix of townhouses and live/work units designed to front on roadways. A connected system for vehicles and pedestrians is proposed, subject to several conditions. In addition, the CSP notes that architecture for residential, including live/work buildings, will provide a variety of architectural elements to convey the individuality of units, while providing for a cohesive design. Detailed designs of all buildings, site infrastructure, recreational facilities, and amenities will be further reviewed at the time of DSP.

Specifically, the CSP anticipates adequate levels of lighting for safe vehicular and pedestrian movement, while not causing glare or spillover onto adjoining properties by using full cut-off light fixtures throughout the development. The CSP is designed to preserve, create, and emphasize views from public roads and the adjoining property. All buildings will be designed to provide a modern, clean, and strong presence along road frontages.

The proposed site and streetscape amenities in this project will contribute to an attractive, coordinated development. The CSP envisions attractive site fixtures that will be made from durable, high-quality materials and will enhance the site for future residents and patrons.

The townhouses will be accessed by proposed private roads and alleys. Landscaping will be provided in common areas which, along with street trees along the private roads, will further screen the units from views of public rights-of-way. It is anticipated and expected that the future builder of the residential units will provide high-quality architecture that will include a variety of architectural elements and articulation, to promote individuality or aesthetically pleasing appearances.

In addition, a centrally located community center has been shown in the middle of the northern section. At this time, the applicant is expecting to integrate this development into the larger Signature Club at Manning Village, in terms of provisions of community recreational facilities and amenities. As a result, given the scale of the proposed development, a separate community building may not be an economically viable option on this site. However, a centrally located open space, with recreational facilities for younger children, would be appropriate. This issue will be further evaluated at the time of PPS.

- e. In accordance with Section 27-574 of the Zoning Ordinance, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval, at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking ratio is outlined in Section 27-574(b). At the time of DSP review, demonstration of adequacy of proposed parking, including visitor parking and loading configurations, will be required for development.

9. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance: The property is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and contains more than 10,000 square feet of existing woodland. As required by the WCO, TCP1-009-2021 was submitted with the CSP.

- a. The site has an approved Natural Resources Inventory Plan (NRI-118-2020), which correctly shows the existing conditions of the property. There are no specimen or historic trees located on-site. The site does not contain streams or 100-year floodplain and their associated buffers. The site does contain wetlands which, comprise the primary management area (PMA). The TCP1 and CSP show all the required information correctly, in conformance with the NRI.

- b. The site has a woodland conservation threshold of 20 percent or 1.45 acres. The TCP1 proposes to clear 6.96 acres of woodland, resulting in a total woodland conservation requirement of 4.07 acres. The TCP1 proposes to meet the requirement with 0.27 acre of on-site preservation and 3.80 acres of off-site mitigation.

No revisions to the TCP1 are needed and no further action regarding woodland conservation is required with this CSP review. The proposed development is in general conformance with the WCO.

10. Other site-related regulations: Additional regulations are applicable to site plan review that usually require detailed information, which can only be provided at the time of DSP. The discussion provided below is for information only:

- a. **2010 Prince George’s County Landscape Manual**—This development in the M-X-T Zone will be subject to the requirements of the Landscape Manual at the time of DSP. Specifically, the site is subject to Section 4.1, Residential Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; Section 4.9, Sustainable Landscaping Requirements; and Section 4.10, Street Trees Along Private Streets, of the Landscape Manual.
- b. **Prince George’s County Tree Canopy Coverage Ordinance**—Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties zoned M-X-T are required to provide a minimum of 10 percent of the gross tract area covered by tree canopy. The subject site is 7.26 acres in size and the required TCC is 0.73 acre or 31,625 square feet. Conformance with the requirements of the Tree Canopy Coverage Ordinance will be ensured at the time of DSP.

11. Referral Comments: The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:

- a. **Historic Preservation**—In a memorandum dated April 30, 2021 (Stabler and Smith to Zhang), incorporated herein by reference, the Historic Preservation Section stated that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. Most of the property has been previously disturbed. The subject property does not contain and is not adjacent to any Prince George’s County historic sites or resources. This proposal will not impact any historic sites, historic resources, or known archeological sites. A Phase I archeology survey is not recommended.
- b. **Community Planning**—In a memorandum dated June 4, 2021 (Irminger to Zhang), incorporated herein by reference, the Community Planning Section stated that, pursuant to Part 3, Division 9, Subdivision 2, of the Zoning Ordinance, master plan conformance is not required for this CSP application.

However, the Community Planning staff is concerned regarding the depiction of the community center facility. This facility was to provide a location for the monthly meetings of the Accokeek Development Review District Commission that is still needed within the Accokeek community.

The subject CSP shows a potential community center facility location in the middle of the northern section of the development. As discussed previously, the applicant envisions the development in this CSP as another phase of the existing Signature Club at Manning Village, as the application name suggests, and will share all facilities and amenities that have been planned for the larger project. However, given the schematic nature of the CSP under this review, the approximate location of the community center facility, as shown on the illustrative CSP, is sufficient for approval. This issue will be further evaluated at the time of PPS and DSP when more information is available.

- c. **Transportation Planning**—In a memorandum dated June 3, 2021 (Hancock to Zhang), incorporated herein by reference, the Transportation Planning Section stated that, from the standpoint of transportation, it is determined that this plan is acceptable and meets the findings required for a CSP, as described in the Zoning Ordinance. There are no transportation-related findings related to traffic or adequacy associated with this CSP, as transportation adequacy will be tested with a future PPS.
- d. **Pedestrian and Bicycle Facilities**—In a memorandum dated June 4, 2021 (Ryan to Zhang), incorporated herein by reference, staff provided a comprehensive review of this application for conformance with the 2009 *Approved Countywide Master Plan of Transportation*, the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment*, and the Zoning Ordinance to provide the appropriate pedestrian and bicycle transportation recommendations.

Staff finds that the pedestrian and bicycle site access and circulation of this plan is acceptable, and recommends approval with two conditions that have been included in the Recommendation section of this report.

Details regarding pedestrian, bicyclist, and transit improvements will also be reviewed and addressed at the time of PPS and DSP review, when more details are available.

- e. **Environmental Planning**—In a memorandum dated June 2, 2021 (Rea to Zhang), incorporated herein by reference, the Environmental Planning Section provided a review of the application's conformance with conditions attached to A-9960-C that have been included in the findings of this report. The additional comments on the subject application have been summarized, as follows:

Primary Management Area: The PMA on-site, as shown on the plan, is without impacts. There will be an off-site PMA impact of approximately 870 square feet, which is in the road right-of-way. No additional information is required with regard to the PMA.

Stormwater Management: An unapproved Stormwater Management (SWM) Concept Plan (52665-2020) was submitted with the application. The SWM concept plan shows the use of environmentally sensitive design elements to address water quality requirements. An approved SWM concept plan and letter will have to be submitted with the DSP.

Conformance with the provisions of the Prince George's County Code and State regulations, with regard to the SWM will be reviewed by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), prior to issuance of permits.

- f. **Subdivision**—In a memorandum dated June 3, 2021 (Vatandoost to Zhang), incorporated herein by reference, staff noted that the subject CSP proposes development of residential units on Outparcel A, and live/work units on Outparcel B. PPS 4-01065 approved one outparcel for the subject property with no allowed development. Any proposed development on Outparcel A or B will require a new PPS with analysis of adequate facilities and recordation of a new final plat of subdivision, prior to approval of building permits for the subject property.
- g. **Prince George's County Department of Parks and Recreation**—In a memorandum dated June 1, 2021 (Burke to Zhang), incorporated herein by reference, the Department of Parks and Recreation noted that at the time of PPS, the applicant should pay a fee-in-lieu to fulfill the dedication of parkland requirement. The fee can then be applied to improvements at Accokeek Park or Accokeek East Park. In addition, residents of the new townhouse community are planned to have access to the private recreational facilities in the adjacent Signature Club at Manning Village. This issue will be further evaluated at the time of PPS.
- h. **Prince George's County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire/EMS Department did not offer comments on the subject application.
- i. **Prince George's County Department of Permitting, Inspections and Enforcement**— In a memorandum dated June 14, 2021 (Giles to Zhang), incorporated herein by reference, DPIE provided a comprehensive review of this CSP and stated no objection to the approval of this application. DPIE's comments will be enforced through their separate permitting process.
- j. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on the subject application.
- k. **Prince George's County Health Department**—In a memorandum dated June 1, 2021 (Adepoju to Zhang), incorporated herein by reference, the Health Department provided four comments on the subject application, as follows:
 - There are over 10 existing carry-out/convenience store food facilities and one grocery store/market within a 0.5 mile radius of this site. A 2008 report by the UCLA Center for Health Policy Research found that the presence of a supermarket in a neighborhood predicts higher fruit and vegetable

consumption and a reduced prevalence of overweight and obesity. The applicant should consider designating the retail space for a grocery store that provides healthy food options, such as an assortment of fresh fruits and vegetables for retail sale.

- Indicate how the project will provide for pedestrian access to the site by residents of the surrounding community. Scientific research has demonstrated that a high-quality pedestrian environment can support walking both for utilitarian purposes and for pleasure, leading to positive health outcomes. Indicate how development of the site will provide for safe pedestrian access to amenities in the adjacent communities.
- During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements, as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
- During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements, as specified in Subtitle 19 of the County Code.

These comments have been transmitted to the applicant. The last two comments will be included as site plan notes. The schematic pedestrian connections to and from the subject site to the surrounding neighborhoods have been required with this CSP and specific locations of the sidewalks and other connections will be further reviewed at the time of PPS and DSP.

- Maryland State Highway Administration**—At the time of the writing of this technical staff report, the Maryland State Highway Administration did not have comments on the subject application.
12. Based on the foregoing and as required by Section 27-276(b)(1) of the Zoning Ordinance, the CSP, if approved with the proposed conditions below, represents 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.
13. Section 27-276(b)(4) for approval of a CSP, requires that the regulated environmental features on-site have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-130(b)(5) of the Prince George's County Subdivision Regulations. The subject CSP proposes no impacts to regulated environmental features and, therefore, this finding can be made with the proposed development.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE Conceptual Site Plan CSP-20001 and Type 1 Tree Conservation Plan TCP1-009-2021 for Addition to Signature Club at Manning Village, subject to the following conditions:

1. Prior to certification of the conceptual site plan (CSP), the following revisions shall be made, or information shall be provided:
 - a. Remove the dimensional information, such as lot size, for the single-family attached units from the plans.
 - b. Provide a general note on the plan stating the Prince George's County District Council Order that approves the zoning map amendment for this site.
 - c. Provide the existing gross floor area on the plan.
 - d. Revise the CSP and other exhibits to conceptually indicate the location of the proposed live/work units.
 - e. Revise the General Notes 8 and 10 to list the live/work units and the proposed office square footage.
 - f. Clearly show and label the unmitigated 65 dBA Ldn line on the CSP.
 - g. Revise the CSP and the pedestrian circulation exhibit to provide the following:
 - (1) Conceptual pedestrian access between the two portions of the site, specifically along Caribbean Way, at the location where vehicular access between the two portions of the site is provided.
 - (2) Conceptual pedestrian circulation along the south side of Caribbean Way.
 - (3) Sidewalks shown on both sides of the "Typical Private Street" cross section.
 - (4) Conceptual pedestrian circulation routes along the west side of Manning Road, south of Caribbean Way.
 - (5) Conceptual bicycle access into the site.
 - (6) Shared-lane markings (sharrows) along the subject property's frontage of Manning Road East.
 - (7) Shared-roadway bicycle facilities on the street cross section for Manning Road East.
2. Prior to acceptance of a preliminary plan of subdivision, the applicant shall:
 - a. Provide a pedestrian and bicycle transportation exhibit that illustrates:

- (1) Sidewalks on both sides of all streets, public or private, excluding alleyways.
 - (2) Bicycle accommodation into and throughout the subject site.
- b. Provide preliminary details of the proposed community center as part of a private recreational facility package, or provide written evidence that the condition from Zoning Map Amendment A-9960-C requiring one has been removed or revised.
3. At the time of detailed site plan, the applicant shall:
- a. Submit a list of sustainable site and green building techniques that will be used in this development.
 - b. Locate the four live/work units in the southern section by fronting the units on Caribbean Way.
 - c. Provide a centrally located recreational open space with facilities for young children in the northern section.
 - d. Add the following site plan notes:
 - “During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
 - “During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George’s County Code.”

ITEM: 10

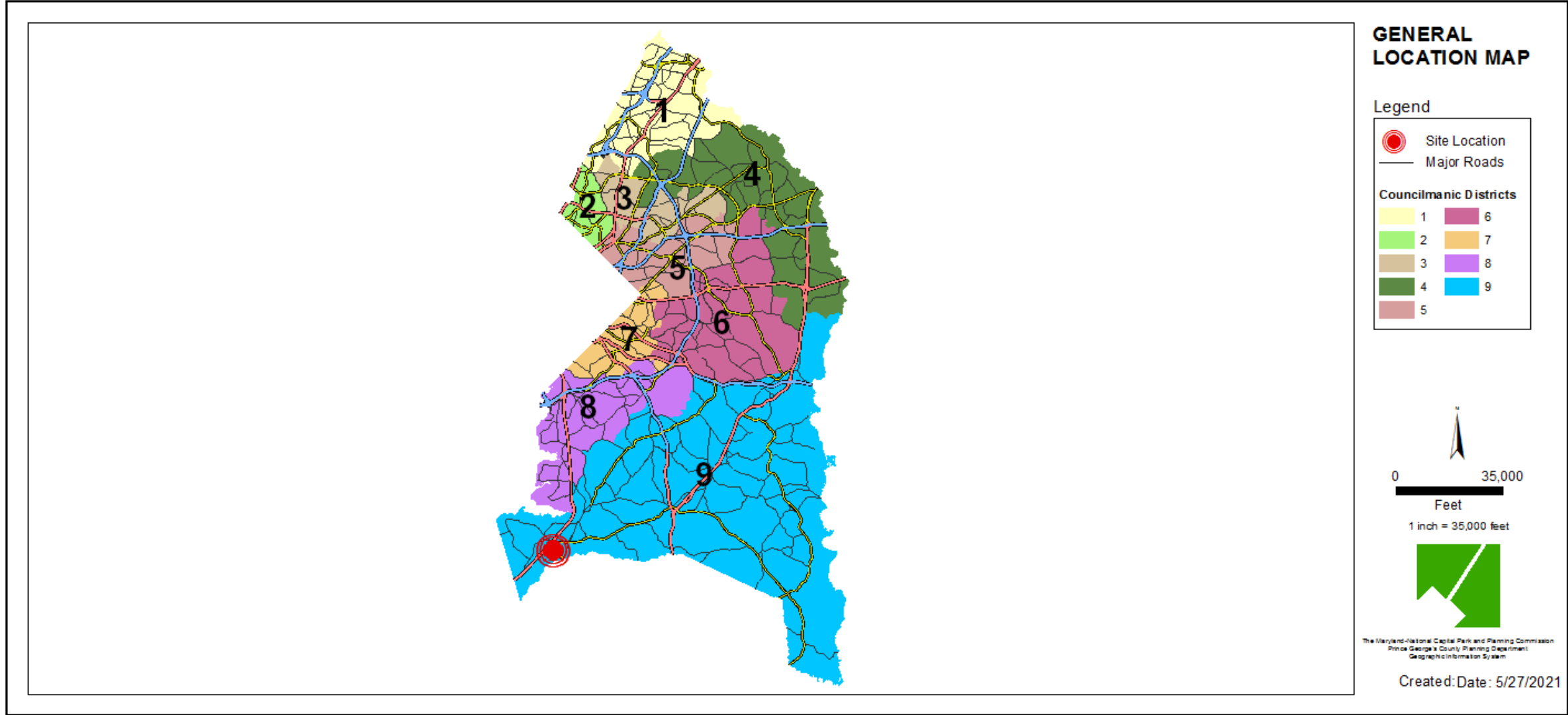
CASE: CSP-20001

ADDITION TO SIGNATURE CLUB AT MANNING VILLAGE

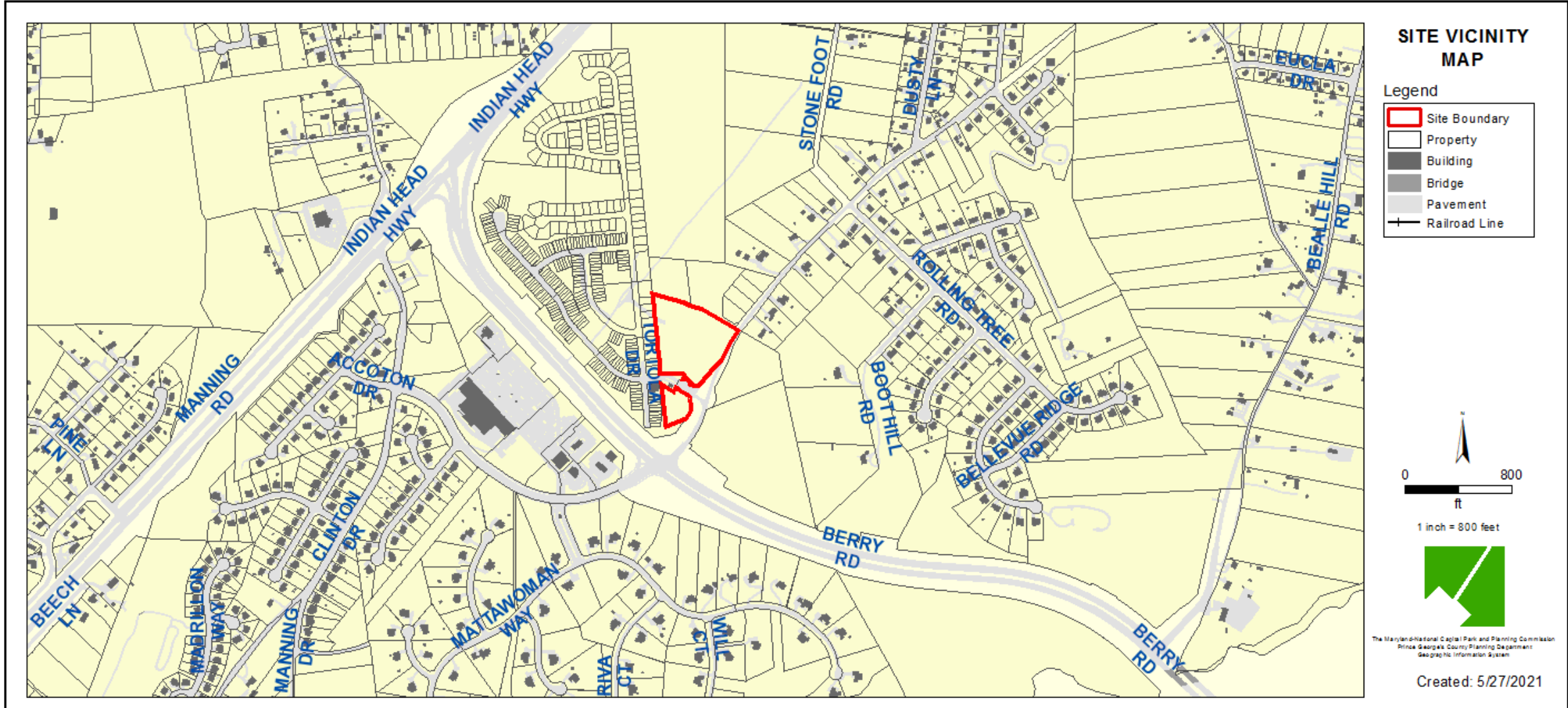
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



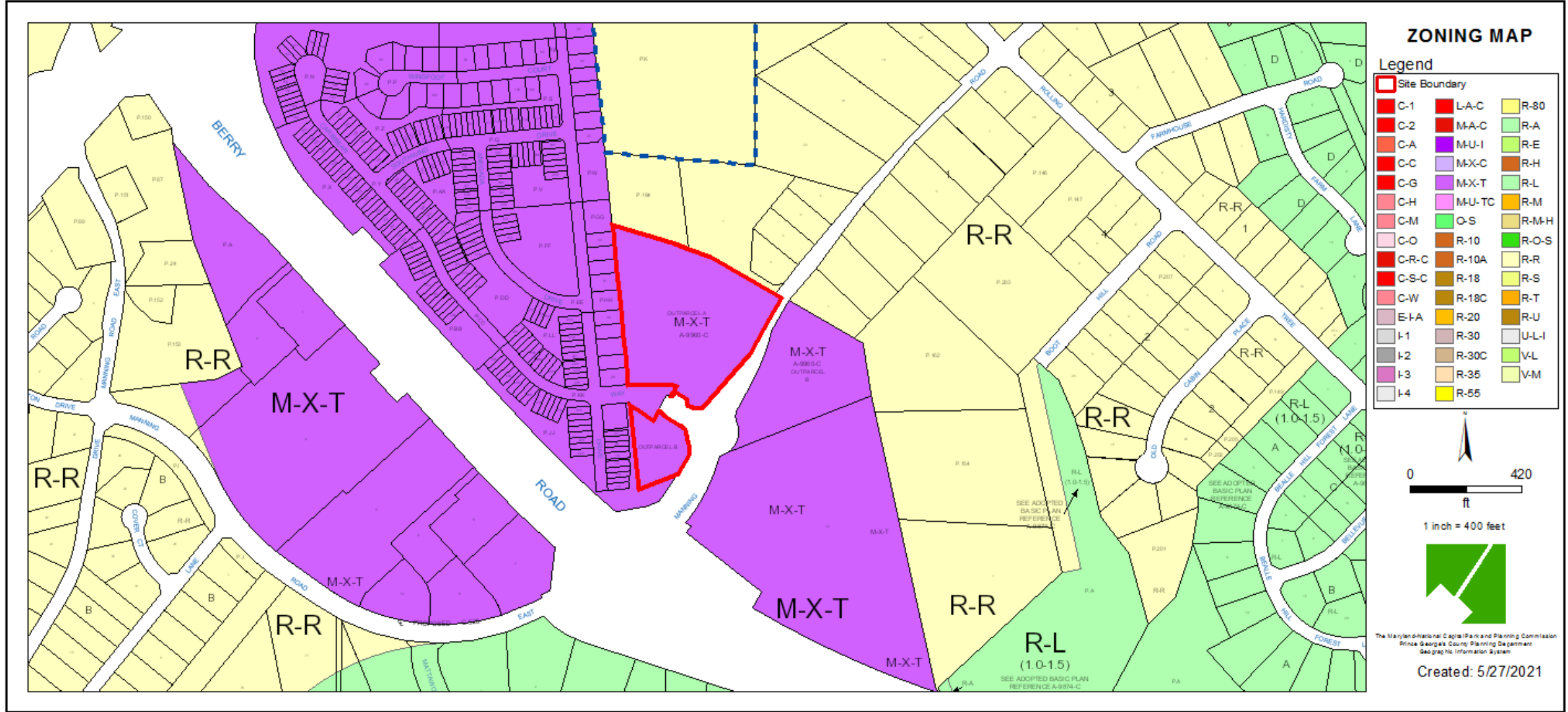
GENERAL LOCATION MAP



SITE VICINITY



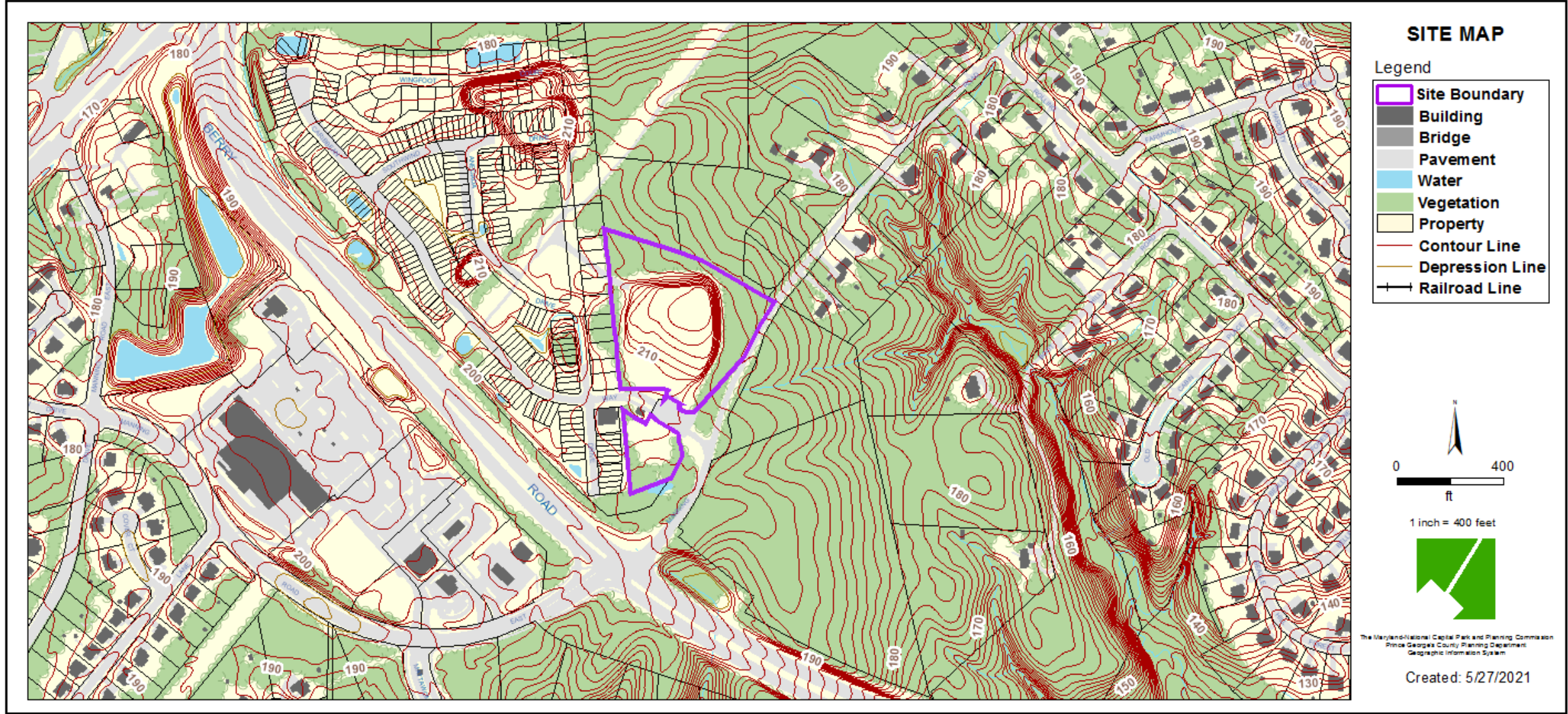
ZONING MAP



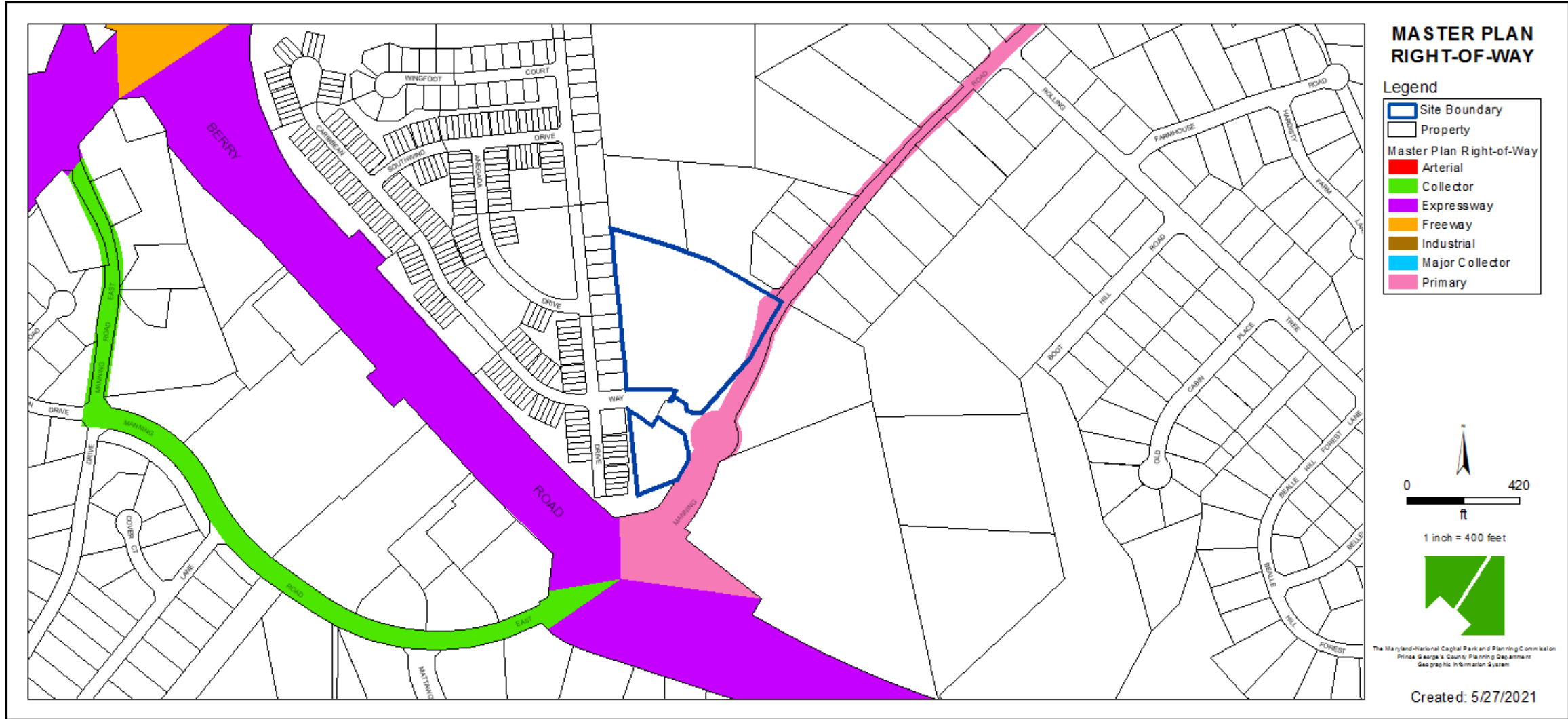
AERIAL MAP



SITE MAP



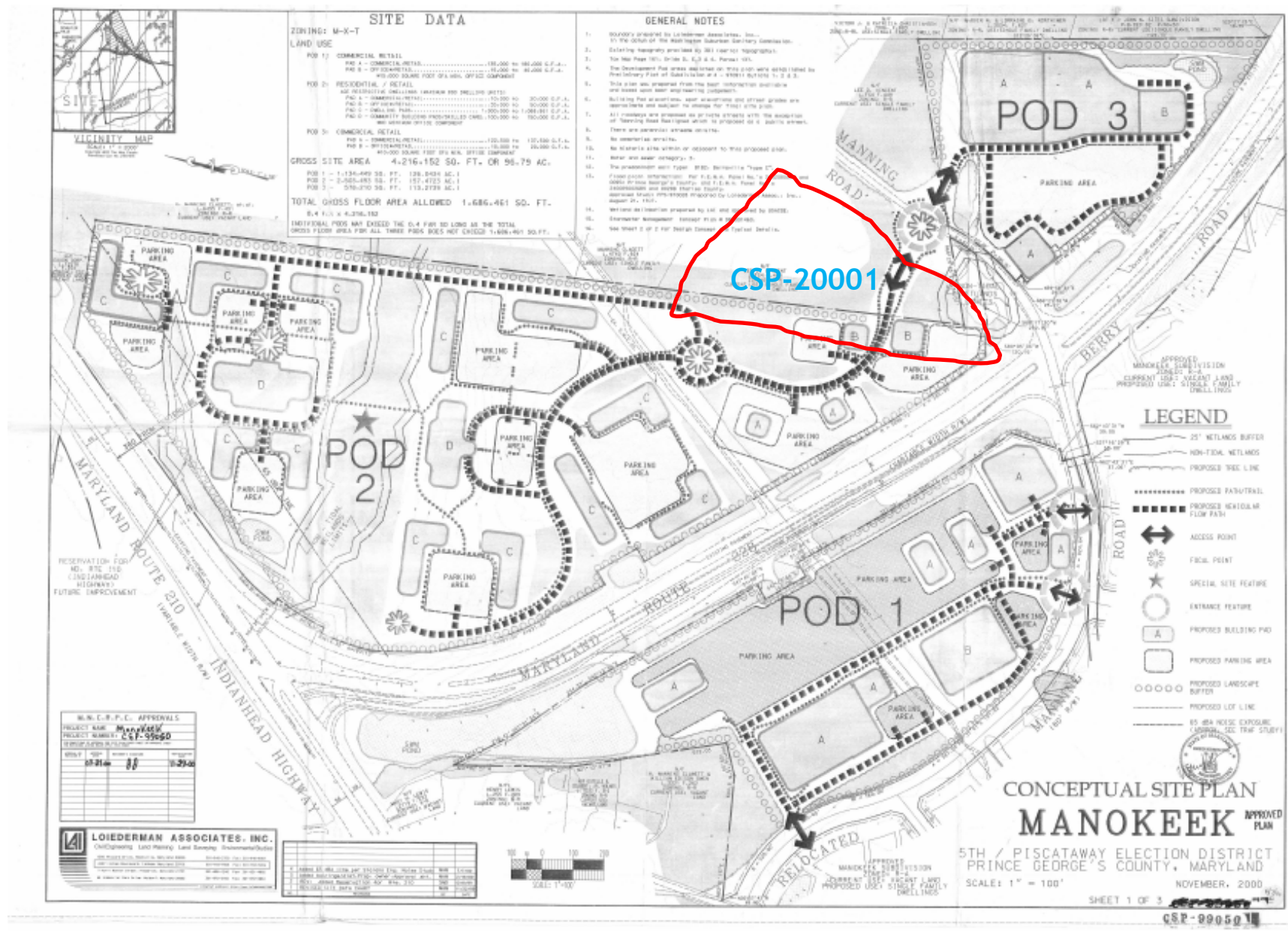
MASTER PLAN RIGHT-OF-WAY MAP



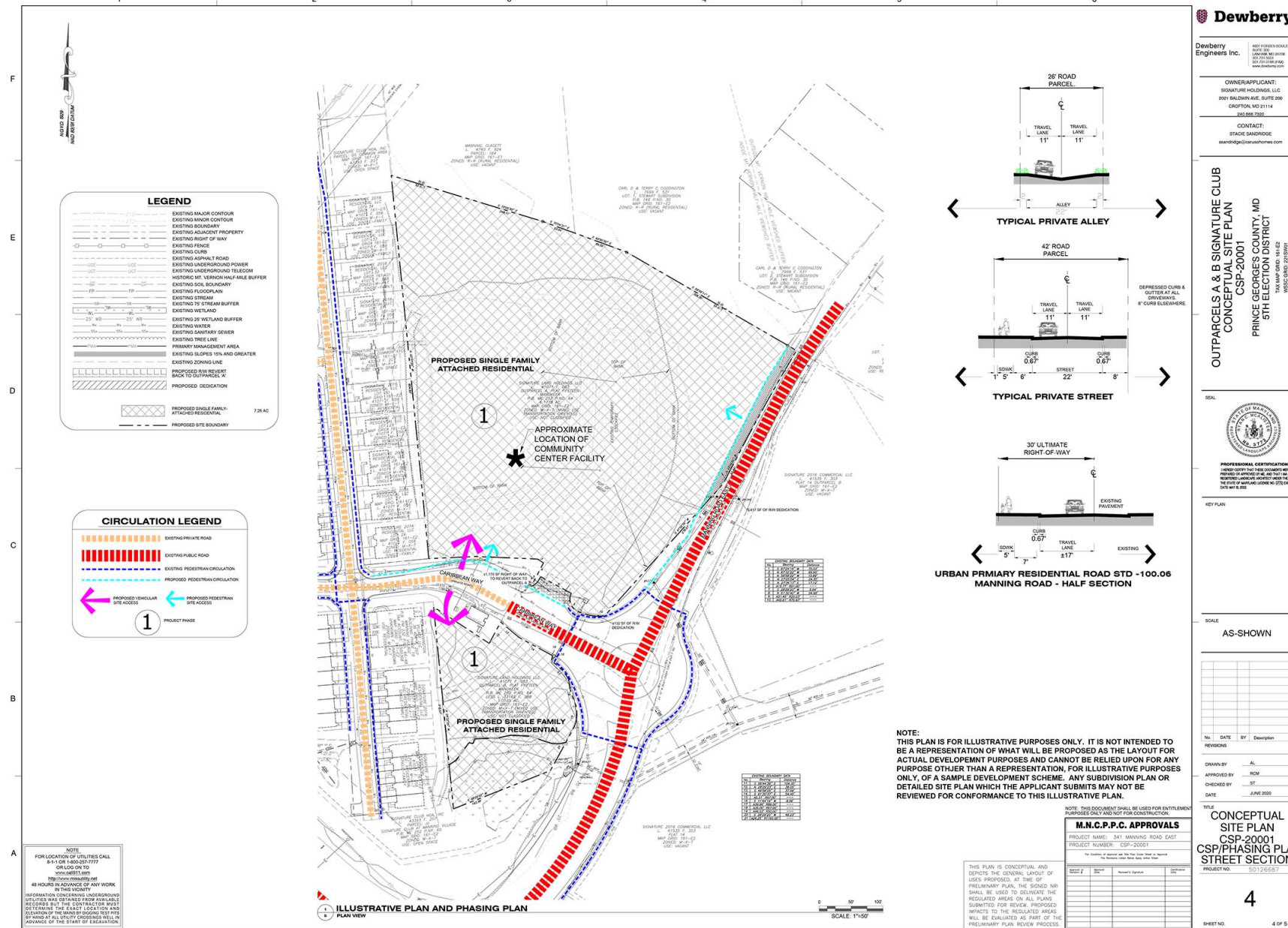
BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



SIGNATURE CLUB CONCEPTUAL SITE PLAN CSP-99050



CONCEPTUAL SITE PLAN



Dewberry
Dewberry Engineers Inc.

OWNER/APPLICANT:
SIGNATURE HOLDINGS, LLC
2001 BALDWIN AVE., SUITE 200
CROFTON, MD 21114
301.588.7200

CONTACT:
STACE SANDROSE
ssandrosg@signaturehomes.com

OUTPARCELS A & B SIGNATURE CLUB CONCEPTUAL SITE PLAN CSP-20001
PRINCE GEORGES COUNTY, MD
5TH ELECTION DISTRICT
1000 MAP 0610 101.01Z
PROJECT DATE: 05/20/2020



REVISIONS

No.	Date	By	Description

SCALE: AS-SHOWN

Scale	Description

APPROVED BY: [Signature]

CHECKED BY: [Signature]

DATE: JUNE 2020

CONCEPTUAL SITE PLAN CSP-20001 CSP/PHASING PLAN/STREET SECTIONS

PROJECT NO. 50126657



ILLUSTRATIVE PLAN

AS SHOWN AND NOT TO SCALE

CIRCULATION LEGEND

- PROPOSED VEHICULAR CIRCULATION
- GENERAL ONE-WAY SITE ACCESS
- PROPOSED BIKEWAY

LEGEND

- PROPOSED 12' WALKWAY
- PROPOSED 6' BIKEWAY



ILLUSTRATIVE EXHIBIT
PLAN VIEW

0 50 100
SCALE: 1"=50'



CONCEPTUAL LIVE/WORK ELEVATIONS





Countywide Planning Division
Historic Preservation Section

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco

301-952-3680

April 30, 2021

MEMORANDUM

TO: Henry Zhang, Urban Design Section, Development Review Division

VIA: Howard Berger, Historic Preservation Section, Countywide Planning Division **HSB**

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division **JRS**
Tyler Smith, Historic Preservation Section, Countywide Planning Division **TAS**

SUBJECT: CSP-20001 Addition to Signature Club at Manning Village

The subject property comprises 7.24-acres and is located on the west side of Manning Road, north of its intersection with Berry Road. The subject application proposes up to 80 townhouse units, including live/work units. The live/work component will have total office space between 2,600 square-feet in four of the units. The subject property is Zoned M-X-T.


A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. Most of the property has been previously disturbed. The subject property does not contain and is not adjacent to any Prince George's County Historic Sites or resources. This proposal will not impact any historic sites, historic resources or known archeological sites. A Phase I archeology survey is not recommended. Historic Preservation staff recommend approval of CSP-20001 Addition to Signature Club at Manning Village with no conditions.


301-952-3972

June 4, 2021

MEMORANDUM

TO: Henry Zhang, AICP Planner Coordinator, Urban Design Review Section, Development Review Division

VIA: David A. Green, MBA, Master Planner, Community Planning Division 

FROM: Wendy Irminger, Planner Coordinator, Neighborhood Revitalization Section, Community Planning Division 

SUBJECT: **CSP-20001 Signature Club**

FINDINGS

1. Pursuant to Part 3, Division 9, Subdivision 2 of the Zoning Ordinance, Master Plan conformance is not required for this CSP application.
2. Pursuant to A-9960, Condition 5, evidence should be provided regarding the community center public amenity, as a condition of the M-X-T zoning approval for Manokeek, now Signature Club at Manning Village, with details about the location, size, and availability to the surrounding community as community meeting space.

BACKGROUND

Application Type: Conceptual Site Plan outside of an overlay zone

Location: North of MD 228 (Berry Road), east of MD 210 (Indian Head Highway)

Size: 7.26 acres

Existing Use: Undeveloped land

Proposal: Mixed-use development consisting of townhouses, live-work units, and a community center that will not be constructed at the indicated location.

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is in the Established Communities. The vision for the Established Communities is context-sensitive infill and low- to medium-density development.

Master Plan: The 2013 *Approved Subregion 5 Master Plan* recommends Mixed-Use development at this location and the proposal is consistent with this recommendation.

Planning Area: 84

Community: Accokeek

Aviation/MIOZ: This application is not located within the Military Installation Overlay Zone (MIOZ).

SMA/Zoning: The 2013 *Approved Subregion 5 Master Plan* (Council Resolution CR-80-2013, retained the subject property in the M-X-T (Mixed Use-Transportation Oriented) Zone.

Pursuant to A-9960, Condition 5, evidence should be provided regarding the community center public amenity, as a condition of the M-X-T zoning approval for Manokeek, now Signature Club at Manning Village, with details about the location, size, and availability to the surrounding community as “community meeting space”. In regard to this amenity, the applicant stated in a letter dated May 27, 2021, from Edward Gibbs, developer representative to Henry Zhang, Master Planner, Development Review Division:

“ . . . we have shown a symbol for a community facility on the Conceptual Site Plan. This is all that is necessary for the Conceptual Site Plan submittal. We do however disagree that a community facility is necessary on this property and we are filing a request to eliminate that condition from the rezoning approval.” Quite to the contrary, from the community’s perspective, the expectation has been that this community center amenity would be provided, as evidenced in the public record and in minutes of ADRDC meetings, below:

There is a long history upon which the expectation for community meeting space rests. The community center is the public amenity, discussed in CSP-99050 and in PGCPB Res. No. 00-142 as follows:

- a. The subject plan has designated four “focal points” within the residential development area of Pod 2. Although not specifically defined at this stage of the review process as to what the focal points will consist of, the applicant has stated

PGCPB No. 00-142
File No. CSP-99050
Page 16

that the focal points will be used for passive/active socially-oriented pedestrian activities or as gathering places for people. Staff believes that for a development proposal of this size, given its potential impact on the existing community, provision of an amenity for the general public use and benefit is appropriate. Staff believes that the results of a proffer by the applicant to provide such an amenity will be positive in that the surrounding community is acknowledged in the development proposal, the applicant demonstrates an intent to become an active stakeholder in the community, and the provision of a twenty-four hour environment is more likely. Therefore, it is recommended that at the time of Detailed Site Plan the plan provide for a public amenity to be used by the surrounding community in development Pod 2. See the letter from the Accokeek Development Review District Commission (Thompson to Hewlett) dated June 12, 2000 for specific suggestions and recommendations with respect to the public amenity.

See below excerpt from PGCPB 04-295:

PGCPB No. 04-295

File No. A-9960

Page 2

- E. **Request:** The applicant is the owner of the M-X-T-zoned parcels to the east and west of the subject site. Access to those sites was limited by the State Highway Administration to Manning Road East, which bisects the subject property. The applicant purchased the subject site and has shown the site as providing access to those sites (Pods 2 and 3) in Conceptual Site Plan 99050, which was approved by the Planning Board on July 27, 2000. Because the site serves as a connection between the two M-X-T sites, the applicant requests this rezoning to create a more unified development scheme.

The applicant has submitted an Illustrative Plan with this application. The plan proposes a residential component, a live/work component, and a community center on the western portion the property and a retail center with office pad sites on the eastern portion of the property.

A few years later, this community center public amenity was addressed in the Minutes for the ADRDC meeting on June 23, 2006:

MEMORANDUM

TO: Fern Piret, Planning Director

Al Dobbins, Chief, Community Planning Division

VIA: Craig Rovelstad, Master Planner, Community Planning Division

FROM: Wendy Irminger, Planner Coordinator, Community Planning Division

SUBJECT: Meeting Notes: Accokeek Development Review District Commission (ADRDC)

The monthly meeting of the ADRDC was held Wednesday, June 21, 2006, 7:00 to 9:40 pm, at the Accokeek Public Library.

In attendance were: Commissioners John Patterson, Judy Allen-Levanthal, Warren Johnson, Clifford Woods, and Eugene Dickson

MNCPPC Liaison: Craig Rovelstad, Wendy Irminger

Guests: Two citizens and Thomas Haller, attorney representing Signature Club at Manning Village and Robert Muma, Vicki Sotak, and Don Franyo, developers.

“The remainder of the meeting concerned the public amenity required of the Signature Club development. The location has been determined to be abutting a future traffic circle on a 1.5-acre

parcel that has .87 acre of developable land, also known as the Vincent property. The type of facility the developer will construct and who will manage and maintain it has not been resolved. Tom Haller presented several templates for the construction of a small building, two tennis courts and some parking. Sample buildings that were displayed ranged in size from 25 x 30 (750 square feet) to 30 x 60 (1,800 square feet). The developers suggested that the management company for the Signature Club could manage and maintain this facility and that initial funds could come from homeowner's association fees. The Commissioners decided to take into consideration the information that was presented."

Stated as a condition of zoning approval for A-9960 is: "5. The conceptual site plan shall show the community center in a more prominent location."

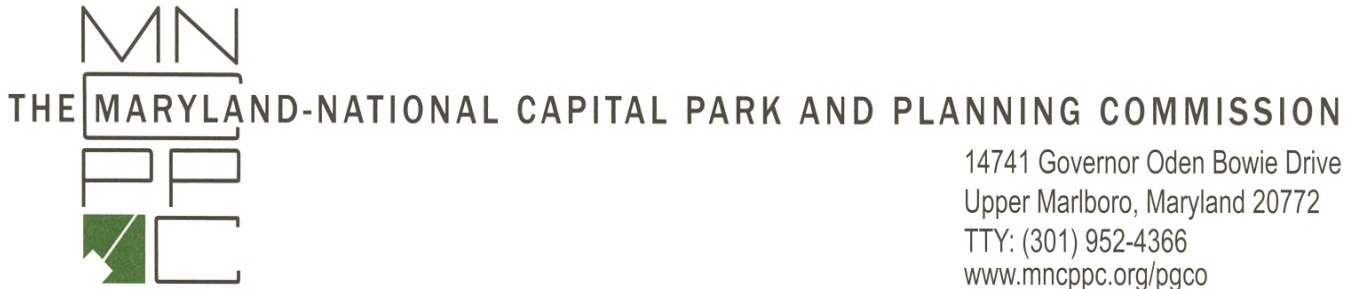
As recently as 2017, the Minutes of an ADRDC Meeting on July 19, 2017 indicate:
"Discussion: CARUSO representatives . . . Community Center – will provide access for ADRDC."

MASTER PLAN CONFORMANCE AT SUBDIVISION

The Community Planning Division finds that, pursuant to Section 24-121(a)(5), at the time of submittal of the preliminary plan of subdivision, conformance to the approved master plan may be required.

Cc: Long-range Agenda Notebook

Frederick Stachura, Planning Supervisor, Neighborhood Revitalization Section, Community Planning Division



Countywide Planning Division
Transportation Planning Section

14741 Governor Oden Bowie Drive
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301-952-3680

June 3, 2021

MEMORANDUM

TO: Henry Zhang, Subdivision Section, Development Review Division
FROM: *CSH* Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning Division
VIA: Tom Masog, Transportation Planning Section, Countywide Planning Division
Subject: **CSP-20001: Addition to Signature Club at Manning Village**

Background

The Transportation Planning Section has reviewed the Conceptual Site Plan (CSP) application referenced above. The overall subject property consists of approximately 7.3 acres of land in the M-X-T Zone. The property is located at the intersection of Manning Road and Berry Road (MD 228). The applicant proposes the development of 78 multifamily residential units on a portion of property that is currently vacant. Three of these units are proposed as live/work units. This development will be incorporated into the Signature Club at Manning Village development that is currently under construction.

Review Comments

This site was placed in the M-X-T Zone by a sectional zoning map amendment. A traffic study was submitted during a review of that application as well as during the review of the Preliminary Plan of Subdivision 4-01063. That study determined that 800 units of senior housing and 70,000 square feet of mixed retail and office space; or different uses would generate no more than 244 AM peak hour trips and 366 PM peak hour trips. The development has changed from its original plan of senior housing and retail to a mix of residential units. There are no transportation-related findings related to traffic or adequacy associated with this CSP as transportation adequacy will be tested with a future preliminary plan of subdivision.

Manning Road is a local roadway was improved by the larger Signature Club at Manning Village development to provides access to MD 228.

Based on Section 27-274, the applicant is required to identify circulation during the CSP process. The circulation in this plan is limited but acceptable as more details will be provided in a later stage.

Conclusion

From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a Conceptual Site Plan as described in the Zoning Ordinance. The conditions previously mentioned are outstanding but will be addressed during later stages of review and during permitting.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
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 www.pgplanning.org

Countywide Planning Division
 Environmental Planning Section

301-952-3650

June 2, 2021

MEMORANDUM

TO: Henry Zhang, Master Planner, Urban Design Section, DRD

VIA: Megan Reiser, Supervisor, Environmental Planning Section, CWPD *MKR*

FROM: Mary Rea, Senior Planner, Environmental Planning Section, CWPD *MAR*

SUBJECT: **Addition to Signature Club at Manning Village; CSP-20001 and TCP1-009-2021**

The Environmental Planning Section has reviewed the above referenced Conceptual Site Plan, CSP-20001 and Type 1 Tree Conservation Plan. The application was accepted for review on April 22, 2021. Comments were provided in a Subdivision Development Review Committee (SDRC) meeting on May 14, 2021. Revised plans were received on May 27, 2021. The Environmental Planning Section recommends approval of CSP-20001 subject to the conditions listed at the end of this memorandum.

Background

The Environmental Planning Section previously reviewed the following applications and associated plans for the subject site:

Review Case #	Associated Tree Conservation Plan or Natural Resource Inventory	Authority	Status	Action Date	Resolution Number
4-01065	TCPI/25/01	Planning Board	Approved	1/10/2002	02-09
A-9960	TCPI/25/01	Planning Board	Approved	1/13/2005	04-295
A-9960-C	TCPI/25/01	District Council	Approved	1/9/2006	2-2006
N/A	NRI-118-2020	Staff	Approved	11/16/2020	N/A
CSP-20001	TCP1-009-2021	Planning Board	Pending	Pending	Pending

Proposed Activity

The applicant is requesting approval of a Conceptual Site Plan to develop Outparcels A & B of Signature Club at Manning Village with an approximate 75–80-unit townhome lots.

Grandfathering

This project is subject to the current regulations of Subtitles 24, 25 and 27 that came into effect on September 1, 2010, and February 1, 2012, because the application requires a new Preliminary Plan of Subdivision.

Review of Previously Approved Conditions

The following text addresses previously approved environmental conditions related to the subject application. The text in BOLD is the actual text from the previous cases or plans. The plain text provides the comments on the plan's conformance with the conditions.

Conformance with A-9960-C

3. The wetland area located at the southwestern corner of this property shall be protected from grading disturbances, throughout the development process. During the review of all subsequent plans, the wetland and the 25-foot buffer area shall be shown on all plans and shall be protected by a platted conservation easement.

The wetland and the 25-foot buffer area located in the southwestern corner of this property is shown on TCP1-009-2021 and is located outside of the limit of disturbance. The conservation easement shall be placed on the final plat.

7. The Woodland Conservation Threshold shall be at 20 percent.

The Woodland Conservation Threshold is 20 percent in the Type 1 Tree Conservation Worksheet as shown on TCP1-009-2021 which is a part of this application.

Environmental Review

Natural Resources Inventory

The site has an approved Natural Resources Inventory Plan (NRI-118-2020), which correctly shows the existing conditions of the property. There are no specimen trees or historic trees located on-site. The site does not contain streams or 100-year floodplain and their associated buffers. The site does contain wetlands which comprises the Primary Management Area (PMA). The TCP1 and the CSP show all the required information correctly in conformance with the NRI.

Woodland Conservation

This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the gross tract area exceeds 40,000 square feet and there are more than 10,000 square feet of existing woodland on-site.

The site contains a total of 7.23 acres of woodlands. The site has a woodland conservation threshold of 20 percent or 1.45 acres. The TCP1 proposes to clear 6.96 acres woodland resulting in a total woodland conservation requirement of 4.07 acres. The TCP1 proposes to meet the requirement with 0.27 acres of on-site preservation and 3.80 acres of off-site mitigation.

Primary Management Area

The Primary Management Area (PMA) on-site as shown on the plan is without impacts. There will be an offsite PMA impact of approximately 870 square feet which is in the road right-of-way. No additional information is required with regards to the PMA.

Soils

The predominant soils found to occur on-site, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Beltsville silt loam (0-5% slopes), Lenni and Quindocqua soils (0-2% slopes), and Udorthents, highway (0-65% slopes). Marlboro clay and Christiana complexes are not found on or near this property.

No further action is needed as it relates to this application. A soils report may be required by the Prince George's County Department of Permits, Inspections and Enforcement (DPIE) at time of permit.

Stormwater Management

An unapproved SWM Concept plan (52665-2020) was submitted with the application. The SWM concept plan shows the use of Environmentally Sensitive Design (ESD) elements to address water quality requirements.

Conformance with the provisions of the County Code and state regulations with regards to the stormwater management will be reviewed by the Department of Permitting Inspections and Enforcement (DPIE) prior to issuance of permits.

Summary of Recommended Conditions

The Environmental Planning Section recommends approval of Conceptual Site Plan CSP-20001 and TCP1-009-2021 with the following condition:

1. Prior to certification of the DSP, a copy of the approved Stormwater Management Concept letter and plan associated with this site shall be submitted and the facilities shall be correctly reflected on the TCP2.

If you have any questions concerning these comments, please contact me at 301-952-3661 or by e-mail at mary.rea@ppd.mncppc.org.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
 Upper Marlboro, Maryland 20772
 TTY: (301) 952-4366
 www.mncppc.org/pgco

Countywide Planning Division
 Transportation Planning Section

301-952-3680

June 4, 2021

MEMORANDUM

TO: Henry Zhang, Development Review Division

FROM: Benjamin Ryan, Transportation Planning Section, Countywide Planning Division *BR*

VIA: Bryan Barnett-Woods, Transportation Planning Section, Countywide Planning Division *BBW*

SUBJECT: **Conceptual Site Plan Review for Pedestrian and Bicyclist Transportation Master Plan Compliance**

The following conceptual site plan (CSP) was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation (MPOT)*, the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment*, and the Zoning Ordinance to provide the appropriate pedestrian and bicycle transportation recommendations.

Conceptual Site Plan Number: CSP-20001

Development Case Name: Addition to Signature Club at Manning Village

Type of Master Plan Bikeway or Trail

Municipal R.O.W.*	<u> </u>	Public Use Trail Easement	<u> </u>
PG Co. R.O.W.*	<u> X </u>	Nature Trails	<u> </u>
SHA R.O.W.*	<u> </u>	M-NCPPC - Parks	<u> </u>
HOA	<u> </u>	Bicycle Parking	<u> </u>
Sidewalks	<u> X </u>	Trail Access	<u> </u>

Subject to 24-124.01: No

Conceptual Site Plan Background	
Building Square Footage (non-residential)	N/A
Number of Units (residential)	75 - 80 Townhouse Units with live/work component
Abutting Roadways	Manning Road, MD 228 (Berry Road)
Abutting or Nearby Master Plan Roadways	Manning Road (P-501), MD 228 (Berry Road, E-7)
Abutting or Nearby Master Plan Trails	Planned Shared Roadways: Manning Road, Berry Road
Proposed Use(s)	Residential
Zoning	M-X-T

Centers and/or Corridors	N/A
Prior Approvals on Subject Site	4-01065, A-9960

Existing Conditions Sidewalks and Bike Infrastructure

The Conceptual Site Plan seeks to develop Outparcels A & B with 75 – 80 townhouses with a live/work component. The applicant’s submission contains a sheet detailing the proposed street sections, which displays pedestrian site access through a sidewalk network along the west side of Manning Road East and along the north side of Caribbean Way. The applicant has also submitted a proposed pedestrian circulation exhibit, this exhibit includes pedestrian circulation along one side of Caribbean Way, one side of Manning Road East, and conceptual pedestrian routes through the subject site.

Previous Conditions of Approval

Preliminary plan of subdivision 4-01065 and zoning map amendment A-9960 did not contain any conditions of approval specific to pedestrian or bicycle improvements.

Proposed improvements and conformance with Zoning Ordinance

Per Section 27-272(c)(1)(b) Specific Purposes, “The purposes of the Conceptual site plans are (b) 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.”

Per Section 27-542(a)(4) Purposes, “The purposes of the M-X-T Zone are (2) To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix or residential, commercial, recreational, open space, employment, and institutional uses; (4) to promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use.”

Per Section 27-546(d), “In addition to the findings required for the Planning Board to approve either a Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that: (7) “the pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development.”

The proposed development provides residential uses on both Outparcels, and three live-work units on one of the Out Parcels. The parcels are separated by a private road, shown on plans as Caribbean Way. The submitted plans include a conceptual vehicular site access for each parcel from Caribbean Way, however there is only one conceptual pedestrian access between Caribbean Way and the parcel to the north. There is no conceptual pedestrian access to the parcel on the south side of Caribbean Way.

Comment: . Staff recommend that the conceptual plan and the pedestrian circulation exhibit be revised to include conceptual pedestrian access to the southern portion of the site, specifically along Caribbean Way at the location where vehicular access between the two portions of the site is provided.

Additionally, the submitted plans indicate proposed sidewalks along the west side of Manning Road, north of Caribbean Way and along the north side of Caribbean Way, which provide pedestrian access to the site. The proposed street sections also include only one sidewalk.

Comment: Staff recommend that conceptual pedestrian facilities be provided along both sides of Caribbean Way and that the street section be revised to include pedestrian sidewalks on both sides of the street.

Furthermore, there is a single sidewalk along the west side of Manning Road East and the conceptual street section diagrams indicate that only a half-section of the roadway is proposed. The street sections plan includes a half section for Department of Public Works and Transportation roadway standard STD 100.06. This includes a five-foot-wide sidewalk, seven-foot-wide buffer, and approximate 17-foot-wide travel lane. The section does not include any bicycle facilities. There is an existing roadway along Manning Road East which includes approximately 20-feet of pavement north of Caribbean Way and 26-feet of pavement south of Caribbean Way. No pedestrian or bicycle facilities are currently constructed. The DPW&T STD 100.06 provides for an alternative alignment with 46-foot-wide travel lanes section that provides space for five-foot-wide bicycle lanes in both directions.

Comment: Staff note that the ultimate cross section will be determined by the Department of Permitting, Inspections, and Enforcement (DPIE) as part of a subsequent phase of this development and it will be incumbent upon DPIE to determine whether a full or half section of the roadway is built by the applicant. However, Manning Road East includes a recommended shared-roadway along the frontage of the subject site. Staff recommend that the half-section for Manning Road East be revised to provide the bicycle facilities as recommended by the master plan. Moreover, staff recommend that conceptual bicycle access be shown on the plans leading into the subject site. Staff will further examine pedestrian and bicycle movement within the proposed site at the time of preliminary plan of subdivision and detailed site plan.

Master Plan Recommendations

This development case is subject to 2009 *Approved Countywide Master Plan of Transportation* (MPOT), which recommends the following facilities:

Planned Shared Roadway: Manning Road, Berry Road

The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

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

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

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO Guide for the Development of Bicycle Facilities.

Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

The Off-Road Trails Section of the *Approved Subregion 5 Master Plan and Sectional Map Amendment* makes the following policy recommendations (p.118):

Policies:

Promote pedestrian and bicycle opportunities as part of a multi-modal transportation network.

Promote dual-route facilities along all of the major road transportation corridors.

Connect a spine network of trails to the most populated areas.

Expand and promote hiker/biker/equestrian recreational activities.

Promote and encourage cycling and walking for commuting purposes as an alternative to driving a car.

Promote safe pedestrian and bicycle facilities in and around public schools, and in population centers such as Clinton and Brandywine.

An additional recommendation regarding bicycle safety is provided below:

Install bicycle signage and safety improvements along designated shared-use roadways when development occurs or roadways are upgraded. Bikeway improvements may include paved shoulders, painted bike lanes, and bike signage. (p.121)

Comment: The property falls in the developing tier and will require sidewalks on both sides of all new internal roads. Due to the conceptual nature of this project, the applicant's submission does not display the location of any townhouses within the subject site. The applicant's submission indicates the construction of new sidewalk facilities along the west side of Manning Road East and along the north side of Caribbean Way. The sidewalk facilities shown along the north side of Caribbean Way provide a pedestrian connection to the existing neighborhood to the west of the proposed development. As previously discussed, staff recommend the applicant update the conceptual site plan and the pedestrian circulation exhibit which displays an additional pedestrian connection along the south side of Caribbean Way, which connects to the existing neighborhood to the west and to the road network to the east of Outparcel B. Staff recommend the applicant provide a direct pedestrian connection between Outparcel A and Outparcel B at the same location as the proposed vehicular site access, which connects Outparcel A and B.

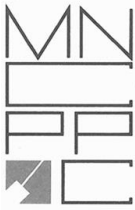
Additionally, staff recommend that the conceptual site plan and the pedestrian circulation exhibit be updated to display shared lane markings (sharrows) along the subject site frontage of Manning Road East, consistent with the master plan recommendation. This recommendation is subject to modification by the Prince George's County Department of Permits, Inspections, and Enforcement (DPIE). These improvements and other pedestrian facilities will be conditioned to be provided and reviewed at the time of PPS and DSP.

Conclusion:

Based on the findings presented above, staff conclude that the pedestrian and bicycle site access and circulation of this plan is acceptable, for the purposes of a conceptual site plan, if the following conditions are met:

1. Prior to certification, the applicant and the applicant's heirs, successors, and assignees shall revise the conceptual site plan and the pedestrian circulation exhibit to provide the following:
 - a. Conceptual pedestrian access between the two portions of the site, specifically along Caribbean Way at the location where vehicular access between the two portions of the site is provided.
 - b. Conceptual pedestrian circulation along the south side of Caribbean Way.
 - c. Sidewalks shown on both sides of the "Typical Private Street" cross section.

- d. Conceptual pedestrian circulation routes along the west side of Manning Road south of Caribbean Way.
 - d. Conceptual bicycle access into the site.
 - e. Shared-lane markings (sharrows) along the subject property's frontage of Manning Road East.
 - g. Shared-roadway bicycle facilities shown on the street cross section for Manning Road East.
2. Prior to the acceptance of a preliminary plan of subdivision, the applicant, and the applicant's heirs, successors, and/or assigns shall provide a pedestrian and bicycle transportation exhibit that illustrates:
- a. Sidewalks on both sides of all streets, public or private, excluding alleyways.
 - b. Bicycle accommodation into and throughout the subject site.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: June 1, 2021

TO: Henry Zhang, Master Planner
Urban Design Section
Development Review Division
Planning Department

VIA: Sonja Ewing, Assistant Division Chief *SME*
Park Planning and Development Division
Department of Parks and Recreation

FROM: Tom Burke, Planner Coordinator *TB*
Land Acquisition/Management & Development Review Section
Park Planning and Development Division
Department of Parks and Recreation

SUBJECT: **CSP-20001**
Addition to Signature Club at Manning Village

The Department of Parks and Recreation (DPR) has reviewed and evaluated this conceptual site plan amendment for conformance with the requirements as they pertain to public parks and recreational facilities.

PROPOSAL

This application is for the development of 80 townhomes, including work/live units, and the associated infrastructure.

BACKGROUND:

The subject property is 7.26-acres and will be incorporated into the surrounding 57-acre community consisting of 95 single family detached and 218 townhouse units, currently under development and within the Mixed Use Transportation (M-X-T) Zone. The site is located on the west side of Manning Road, north of its intersection with Berry Road in Accokeek, and is subject to the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* (Subregion 5 Master Plan), the 2017 *Land Preservation, Parks and Recreation Plan for Prince George's County*, and *Formula 2040, Functional Master Plan for Parks*,

CSP-20001
Addition to Signature Club at Manning Village

Recreation and Open Space. This property is currently unimproved, but largely cleared and graded.

DISCUSSION:

This site received approval from the Prince George's County Planning Board in February of 2002 for preliminary plan of subdivision (PPS), 4-01065; however, no development was proposed for the parcel, and only designated it as an outparcel due to a finding of inadequate water and sewer facilities. The applicant has provided this application for the development of 80 townhomes to be incorporated into the adjacent community, including the proposed recreation facilities.

Nearby developed park facilities include Accokeek Park located 1.7 miles northwest of the subject property, and Accokeek East Park located approximately 4.5 miles northeast of the site. Fort Washington Forest Community Center and Park are also located approximately 5.5 miles north of the Signature Club at Manning Village. Additionally, Mattawoman Watershed Stream Valley Park is located 0.5 mile southeast of the subject property.

The Subregion 5 Master Plan indicates that Accokeek has sufficient local parkland to meet projected needs through 2030. There is approximately 260 acres of local parkland in Accokeek. However, additional acquisition of land along the Mattawoman Watershed Stream Valley Park is recommended to meet long term needs.

The Statement of Justification indicates that the applicant is not proposing any recreational facilities due to the small number of townhomes being developed. The applicant provides that the townhomes will be incorporated into the Homeowners Association (HOA) for the 313 residential units being constructed immediately west and will have access to the recreational amenities including the clubhouse being built within that section of Signature Club.

RECOMMENDATION:

The Park Planning & Development Division of DPR recommends to the Planning Board approval of Conceptual Site Plan amendment CSP-20001 for the Addition to Signature Club at Manning Village; however, DPR recommends that at the time of preliminary plan of subdivision review, the applicant proposes a fee-in-lieu to fulfill the dedication of parkland requirement. The fee can then be applied to improvements at Accokeek Park or Accokeek East Park. Additionally, residents of the new townhouse community will have access to the private recreational facilities planned for the adjacent larger residential section of the Signature Club at Manning Village as part of the HOA package.

cc: Bridget Stesney
Alvin McNeal

June 3, 2021

MEMORANDUM

TO: Henry Zhang, Master Planner, Urban Design Section

VIA: Mridula Gupta, Planner Coordinator, Subdivision Section *MG*

FROM: Mahsa Vatandoost, Senior Planner, Subdivision Section *MV*

SUBJECT: CSP-20001; Addition to Signature Club at Manning Village
Subdivision Referral Memo

The subject property considered in this Conceptual Site Plan (CSP) is known as Outparcels A and B, located on Tax Map 161 in Grid E-2. Outparcels A and B are recorded among the Land Records of Prince George's County in plat of correction Plat Book ME 252 page 64 entitled Manokeek dated August 19, 2019. The property is a total of 7.24 acres and located on the west side of Manning Road East, north of its intersection with Berry Road (MD 228). The property is located in the Mixed Use - Transportation Oriented (M-X-T) Zone.

Zoning Map Amendment A-9960-C was approved on January 9, 2006, by the District Council to rezone 12.54 acres of land, including the subject property, from the Rural Residential (R-R) to the M-X-T-Zone.

This CSP proposes 75-80 townhouses, with residential units on Outparcel A, and live/work units on Outparcel B. Each portion of the development will be accessed from Caribbean Way, which is a partially private and partially public street, and connects the adjoining Signature Club at Manning Village (Signature Club) development to Manning Road East. The Signature Club is a 57-acre residential development located west of the subject property. Though both Outparcels A and B have frontage on Manning Road and the public portion of Caribbean Way, the CSP depicts vehicular site access from the privately-owned extension of Caribbean Way. This private street is part of the Signature Club development and located on an HOA-owned parcel. CSP-20001 does not depict a conceptual layout of the proposed townhome units or the circulation pattern, but the statement of justification (SOJ) submitted by the applicant states that private streets and alleys will serve the mix of front and rear-loaded townhomes.

Neither mandatory dedication of parkland nor on-site private recreational facilities are proposed to be provided for the development. SOJ states the development will be incorporated into the HOA for adjoining Signature Club development and will have access to the recreational amenities provided

there. It is noted that the CSP depicts the approximate location of a community center as required by condition of approval for A-9960-C. However, it is not stated whether this community center is proposed to satisfy requirement of private on-site recreational facilities.

The subject property considered in this CSP is subject to a Preliminary Plan of Subdivision (PPS) 4-01065, which was approved by the Planning Board on January 10, 2002 (PGCPB Resolution No. 02-09). The 7.54-acre property was proposed as Outparcel A on the PPS. At the time of approval, the property was in Water and Sewer Categories 6, and the property did not pass adequacy of public facilities test, so no development was approved for the site and no additional findings of adequacy were made for public facilities including fire and rescue, police, transportation, schools, and parks and recreation. PPS 4-01065 also showed an access easement which was intended to serve future Lot 11 on adjoining property to the west. Development on this adjoining property, under the title Signature Club at Manning Village, was approved under PPS 4-01063 and DSP-04063. DSP-04063 proposed dedication of public right-of-way as well as a private access easement for access to Manning Road, both located on Outparcel A of PPS 4-01065. Subsequent to approval of DSP-04063, Plat Book SJH 250 page 95 recorded the residue 7.24-acre area of Outparcel A as Outparcels A and B.

PPS 4-01065 was approved subject to 3 conditions. The conditions relevant to the subject application are shown below in **bold** text. Staff analysis of the project's conformance to the conditions follows each one in plain text.

3. Development of Outparcel A shall require approval of a new preliminary plan of subdivision.

The subject CSP proposes development of residential units on Outparcel A, and live/work units on Outparcel B. PPS 4-01065 approved one outparcel for the subject property with no allowed development. So, any proposed development in Outparcel A and B will require a new preliminary plan of subdivision with analysis of adequate facilities and recordation of a new final plat of subdivision prior to the approval of building permits for the subject property.

Plan Comments

1. The lotting and circulation pattern will be reviewed further with the PPS application. Appropriate width for dedication of right-of-way along Manning Road abutting the site, and right-of-way widths for streets internal to the development will be determined at the time of PPS. The location of required 10-foot public utility easements (PUEs) will be determined with the PPS and once the disposition of the ultimate public and private rights-of-way are known.
2. The CSP proposes vacation of a 1,170 square-feet of right-of-way previously dedicated along Caribbean Way, which will be reviewed further with PPS application.
3. Adequacy of mandatory parkland dedication and provision for private on-site recreational facilities in conformance with Sections 24-134 and 24-135 of the Subdivision Regulations will be further evaluated at the time of PPS.
4. The subject site is located approximately 120-feet from the right-of-way of Berry Road,

which is a designated expressway in the master plan. A Noise Analysis was included in the CSP application package, which summarized that the noise levels on the subject property will be between 55 to 61 dBA Ldn, and thus any proposed development will meet the County's design goal without requiring noise mitigation. It is noted that the analysis included noise barriers proposed for the Signature Club at Manning Village development. Noise will be further evaluated at the time of the PPS for the subject property.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. All bearings and distances must be clearly shown on the CSP and must be consistent with the record plat, or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.



Angela D. Alsobrooks
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division



MEMORANDUM

June 14, 2021

TO: Henry Zhang, Urban Design Review
Adam Bossi, Urban Design Review
Development Review Division, M-NCPPC

FROM: Mary C. Giles, P.E., Associate Director *Mary Giles*
Site/Road Plan Review Division, DPIE

Re: Addition to Signature Club at Manning Village
Conceptual Site Plan No.20001

CR: Manning Road East

This is in response to Conceptual Site Plan No.20001 referral. The Department of Permitting, Inspections and Enforcement (DPIE) offers the following updated response:

- The subject site (outparcels A & B) is 7.2 acres, zoned M-X-T and located on the west side of Manning Road East just north of its intersection with Berry Road (MD 228).
- The subject request is for a proposed mixed-use development of 80 townhouses (single family attached) units. Approximately four of these will be "live/work" units.
- Berry Road is a State Highway-maintained roadway; therefore, coordination with the Maryland State Highway Administration (SHA) will be necessary.
- Manning Road East is a County Road, therefore all improvements within the public right-of-way are to be in accordance with the County's Road Ordinance, the Department of Public Works and Transportation (DPW&T) Specifications and Standards and the Americans with Disabilities Act.
- Master Planned Roadways Berry Road (MD 228) alignment thru the site will require coordination with the Maryland-National Capital Park and Planning Commission (M-NCPPC) and DPIE.
- This site has no 100-year floodplain.

- The applicant is to provide an adequate sight distance in accordance with American Association of State Highway and Transportation Officials (AASHTO) standards for all proposed access points within the site. All roadway sections and curvatures are to be designed per DPW&T Specifications and Standards. All culverts are to be designed to handle the 100-year storm event.
- The applicant will be required to widen all private roads and alleys to 22' or greater in width, unless otherwise approved in writing from the Prince George's County Fire and Code Officials.
- The sidewalk along Manning Road East is to be located 6 feet between the curb and sidewalk.
- Caribbean Way shows a sidewalk only on one side. Sidewalk is recommended on both sides of the road. The proposed driveway entrances to the townhouse development are to be 30 ft wide minimum to meet commercial entrance standard.
- Caribbean Way shows two westbound lane from the roundabout to the townhouse entrances, provide adequate taper lengths.
- The approximately 90 ft long median opening along Caribbean Way located between the existing median and the splitter Island of the roundabout is to be closed.
- A turnaround option is recommended for all internal roads.
- Review Internal Road C's intersection with Caribbean way for adequacy.
- All storm drainage systems and facilities are to be in accordance with DPW&T's Specifications and Standards.
- Conformance with DPW&T's street tree and street lighting Specifications and Standards is required.
- A Stormwater Management Concept Plan SDCP# 52665-2020 is still under review. A soil investigation report, which includes subsurface exploration and geotechnical engineering evaluation for public streets and proposed buildings is required.
- A Special Utility permit for any construction of utilities in the County road right-of-way is required.
- DPIE has no objection to CSP-20001.

Henry Zang
Adam Bossi
June 14, 2021
Page 3

If you have any questions or need additional information, please contact Mr. Nanji Formukong, District Engineer for the area, at 301.636.2060.

MT: ag

cc: Nanji Formukong, District Engineer, S/RPRD, DPIE
Salman Babar, CFM, Engineer, S/RPRD, DPIE
Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE
Signature Land Holdings 2120 Baldwin Avenue, Suite 200 Crofton Maryland 21114
Gibbs & Haller 1300 Caraway Court Suite 102 Upper Marlboro Maryland 20774.

Date: June 8, 2021

To: Henry Zhang, Urban Design, M-NCPPC

From: Adebola Adepoju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: CSP-20001, Addition to Signature Club at Manning Village

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the conceptual site plan submission for the Addition to Signature Club at Manning Village and has the following comments / recommendations:

1. There are over 5 existing carry-out/convenience stores food facilities and two grocery store/market within a ½ mile radius of this site. A 2008 report by the UCLA Center for Health Policy Research found that the presence of a supermarket in a neighborhood predicts higher fruit and vegetable consumption and a reduced prevalence of overweight and obesity. The applicant should consider designating the retail space for a grocery store that provides healthy food options such as an assortment of fresh fruits and vegetables for retail sale.
2. Indicate how the project will provide for pedestrian access to the site by residents of the surrounding community. Scientific research has demonstrated that a high quality pedestrian environment can support walking both for utilitarian purposes and for pleasure, leading to positive health outcomes. Indicate how development of the site will provide for safe pedestrian access to amenities in the adjacent communities.
3. During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
4. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

If you have any questions or need additional information, please contact me at 301-883-7677 or aoadepoju@co.pg.md.us.

OFFICE OF ZONING HEARING EXAMINER
FOR PRINCE GEORGE'S COUNTY, MARYLAND

NOTICE OF DECISION

Councilmanic District: 9

A-9960 – TSC/MUMA Mattawoman
Associates L.P
Case Number

On the 14th day of June, 2005, the attached Decision of the Zoning Hearing Examiner in Case No. A-9960 was filed with the District Council. This is not the final decision, only the recommendation of the Hearing Examiner to the District Council.

Within 30 calendar days after the above date, any person of record may file exceptions with the Clerk of the Council to any portion of this Decision, and may request oral argument thereon before the District Council.* If oral argument is requested, all persons of record will be notified of the date scheduled for oral argument before the District Council. In the event no exception or request for oral argument is filed with the Clerk of the Council within 30 calendar days from the above date, the District Council may act upon the application and must decide within 120 days or the case will be considered denied. Persons of record will be notified in writing of the action of the District Council.

Zoning Hearing Examiner
County Administration Building
Upper Marlboro, MD 20772
952-3644

*Instructions regarding exceptions and requests for oral argument are found on the reverse side of this notice.

cc: Thomas H. Haller, Gibbs and Haller, 4640 Forbes Boulevard, Lanham, MD 20706
TSC/MUMA Mattawoman Associates, LP, 1501 Farm Credit Drive, Suite 2500
McLean, Virginia 22102
Persons of Record (12)
Stan D. Brown, People's Zoning Counsel, 9500 Arena Drive, Suite 104, Largo, MD 20774

NOTEDC2

INSTRUCTIONS FOR FILING

I. Exception(s) Taken to the Examiner's Decision Shall Be:

- a) In writing;
- b) Numbered in sequence;
- c) Specific as to the error(s) which are claimed to have been committed by the Examiner;

(The page and paragraph numbers of the Examiner's Decision should be identified.)

- d) Specific as to those portions of the record, including the Hearing Examiner's Decision, relied upon to support your allegation of error(s) committed by the Examiner.

(The exhibit number, transcript page number, and/or the page and paragraph numbers of the Examiner's Decision should be identified.)

II. Requests for Oral Argument:

If you desire oral argument before the District Council, request must be made, in writing, at the time of filing your exception(s).

III. Notification to All Persons of Record:

Your request for oral argument and/or exception(s) must contain a certificate of service to the effect that a copy thereof was sent by you to all persons of record by regular mail.

(A list of these persons and their addresses is included in this notice of Examiner's decision sent to you herewith or is available from the Clerk to the Council.)

IV. When to File:

Your request for oral argument and/or exception(s) must be filed within 30 calendar days after the Examiner's Decision has been filed with the District Council.

V. Where to File:

Clerk of the County Council
County Administration Building
Upper Marlboro, Maryland 20772
Phone: 952-3600

INSTRUCTIONS FOR REPLY TO A REQUEST FILED FOR ORAL ARGUMENT

If you are notified that another person of record has requested oral argument, you may:

- 1) Participate in the hearing if there is oral argument, and/or
- 2) Reply, in writing, to the District Council, opposition. Copies of any written material to be submitted in support of this opposition position shall be filed with the Clerk and all other persons of record no later than five (5) business days before the date of oral argument.

**DISTRICT COUNCIL FOR PRINCE GEORGE'S COUNTY, MARYLAND
OFFICE OF THE ZONING HEARING EXAMINER**

**ZONING MAP AMENDMENT
A-9960**

DECISION

Application: R-R to-M-X-T
Applicant: TSC/MUMA Mattawoman Associates, LP
Opposition: Sarah Cavitt, et al
Hearing Date: March 16, 2005 and April 6, 2005
Hearing Examiner: Joyce B. Nichols
Disposition: Approval in Part, Denial in Part

NATURE OF PROCEEDINGS

- (1) A-9960 is a request for the rezoning of approximately 12.5 acres of land located approximately 120 feet north of Berry Road (MD Route 228) and approximately 2,300 feet east of the MD Route 210 (Indian Head Highway/Berry Road) intersection, from the R-R (Rural Residential) to the M-X-T (Mixed Use-Transportation Oriented) Zone. The subject property is bisected by Manning Road East.
- (2) The Technical Staff recommended approval, subject to conditions, of the M-X-T Zone for the 8.57 acre tract of land located on the west side of Manning Road East and recommended denial of the M-X-T Zone for the 3.93 acre tract of land located on the east side of Manning Road East. (Exhibit 10)
- (3) The Planning Board recommended approval, with conditions, of the requested rezoning for the entirety of the subject property. (Exhibit 12)
- (4) Various citizens and representatives of the Indian Head Highway Area Action Council and the Moyaone Association appeared in opposition to the Application and Jean Thompson, Chairman, testified that the Application was not in accordance with the discussions developed by the Accokeek Development Review District Commission (ADRDC), however, Ms. Thompson was personally in favor of the Application. (Exhibits 20, 24, 36, 37, 38, 41 & 42)
- (5) At the close of the hearing the record was left open to allow the inclusion into the record of several documents including a position paper from the Moyaone Association. Upon receipt of these documents the record was closed on June 10, 2005.

Subject Property

- (1) The subject property is approximately 12.5 acres in size and is wooded and undeveloped. It

is triangular in shape and is bisected by Manning Road East. The tract located on the east side of Manning Road East is approximately 3.93 acres in size and the tract located on the west side of Manning Road East is approximately 8.57 acres in size.

Master Plan and Sectional Map Amendment

(2) The Subregion V Sectional Map Amendment retained the subject property in the R-R Zone in 1993.

(3) The 1993 Subregion V Master Plan recommends office and light manufacturing/business park employment use for the approximately 8.57 acre tract located to the west of Manning Road East and recommends low suburban residential use with a density of up to 1.6 dwellings per acre for the approximately 3.93 acre tract located to the east of Manning Road East.

(4) The 2002 General Plan places the subject property in the Developing Tier. The vision for the Developing Tier is to maintain a pattern of low to moderate density suburban residential communities, distinct commercial center, and employment areas that are increasingly transit serviceable.

Neighborhood and Surrounding Uses

(5) The neighborhood is bounded on the north by Livingston Road (MD Route 373), on the east by Bealle Hill Road, on the south by Berry Road (MD Route 228) and on the west by Indian Head Highway (MD Route 210).

(6) The eastern third of the neighborhood remains largely undeveloped with the exception of some scattered residential development along Bealle Hill Road. This portion of the neighborhood is zoned R-A (Rural Agricultural) and R-L (Residential Low Development) with permitted densities equivalent to one (1) to two (2) acre lots.

(7) The middle third of the neighborhood is developed with single family detached residential development in the R-R Zone on lots ranging from 1/2 acre to two (2) acres in size. In the northern part of the neighborhood, on the south side of Livingston Road, are some older commercial uses in the C-S-C (Commercial Shopping Center) Zone.

(8) Much of the undeveloped land in the western portion of the neighborhood is in the M-X-T Zone. Immediately to the west of the subject property is an undeveloped 57.5 acre parcel in the M-X-T Zone which is being developed by the instant Applicant, and to the east of the subject property is an undeveloped 13 acre parcel in the M-X-T Zone which is also planned for development by the Applicant. Immediately south of Berry Road is a 26 acre parcel of land in the M-X-T Zone developed by the Applicant with the Manokeek Village Center.

Quill Report

(9) A special planning study was conducted by Cunningham & Quill Architects, PLLC at the behest of the Maryland National Capital Park and Planning commission. This study was prepared at the request of Jean Thompson, Chairman, Accokeek Development Review District Commission and it identifies planning and land development issues and concepts for an area that comprises the commercial core of Accokeek, generally located on the east side of Indian Head Highway (MD Route 210) between Accokeek Road (MD Route 373) and Berry Road (MD Route 228). The study area encompasses approximately 150 acres of land, nearly all of which is owned by five (5) property owners.

The study was conducted between November 2002 and February 2003 and documents planning issues, property owner and community perspectives, and describes potential land use relationships and development concepts. These concepts may be utilized to shape development proposals that are sensitive to the rural and village character that defines Accokeek.

(10) The Quill Report was not intended as a substitute for the Master Plan but was intended to generate ideas and build consensus about how the Master Plan recommendation for employment and mixed-use development may be realized in the context of the Accokeek community. (Exhibit 21)

Applicant's Request

(11) The State Highway Administration has limited access to the subject property to Manning Road East, which bisects the instant Application. Pursuit to the Applicant's Conceptual Site Plan, Development Pod 1 is located west of Berry Road (MD Route 228), Pod 2 is located east of MD Route 228 with both Pods 1 and 2 bounded on the north by Livingston Road. Pod 3 is adjacent to Pod 2 to the south and is also east of Berry Road (MD Route 228). Access to Pod 3 is proposed via a spine road through Pod 2 and via Manning Road East to Berry Road (MD Route 228). (Exhibit 28)

(12) The Applicant's Illustrative Plan, Exhibit 2, proposes a residential component, a commercial/live work component and a small community center on the western portion of the subject property and a retail center with office pod sites on the eastern portion of the subject property.

APPLICABLE LAW

(1) The Applicant's request for approval of the M-X-T Zone must be found to satisfy the provisions of §27-213 of the Zoning Ordinance. This Section provides in pertinent part as follows:

(a) Criteria for approval of the M-X-T Zone.

(1) The District Council shall only place land in the M-X-T Zone if at least one (1) of the following two (2) criteria is met:

(A) Criterion 1. The entire tract is located within the vicinity of either:

(i) A major intersection or major interchange (being an intersection or interchange in which at least two (2) of the streets forming the intersection or interchange are classified in the

Master Plan as an arterial or higher classified street reasonably expected to be in place within the foreseeable future); or

(ii) A major transit stop or station (reasonably expected to be in place within the foreseeable future).

(B) Criterion 2. The applicable Master Plan recommends mixed land uses similar to those permitted in the M-X-T Zone.

(2) Prior to approval, the Council shall find that the proposed location will not substantially impair the integrity of an approved General Plan, Area Master Plan, or Functional Master Plan and is in keeping with the purposes of the M-X-T Zone. In approving the M-X-T Zone, the District Council may include guidelines to the Planning Board for its review of the Conceptual Site Plan.

(3) Adequate transportation facilities.

(A) Prior to approval, the Council shall find that transportation facilities that are existing, are under construction, or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry anticipated traffic for the proposed development.

(B) The finding by the Council of adequate transportation facilities at this time shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.

* * * * *

(c) Conditional approval.

(1) When it approves a Zoning Map Amendment, the District Council may impose reasonable requirements and safeguards (in the form of conditions) which it finds are necessary to either:

(A) Protect surrounding properties from adverse effects which might accrue from the Zoning Map Amendment; or

(B) Further enhance the coordinated, harmonious, and systematic development of the Regional District.

(2) In no case shall the conditions waive or lessen the requirements of, or prohibit uses allowed in, the approved zone.

(3) All building plans shall list the conditions and shall show how the proposed development complies with them.

(4) Conditions imposed by the District Council shall become a permanent part of the Zoning Map Amendment, and shall be binding for as long as the Mixed Use Zone remains in effect on the property (unless amended by the Council).

(5) If conditions are imposed, the applicant shall have ninety (90) days from the date of approval to accept or reject the rezoning as conditionally approved. He shall advise (in writing) the Council accordingly. If the applicant accepts the conditions, the Council shall enter an order acknowledging the acceptance and approving the Map Amendment, at which time the Council's action shall be final. Failure to advise the Council shall be considered a rejection of the conditions. Rejection shall void the Map Amendment and revert the property to its prior zoning classification. The Council shall enter an order acknowledging the rejection, voiding its previous decision, and reverting the property to its prior zoning classification, at which time the Council's action shall be final.

(6) All Zoning Map Amendments which are approved subject to conditions shall be shown on the Zoning Map with the letter "C" after the application number.

* * * * *

(2) This Application must also be found to further the purposes of the M-X-T Zone, §27-542(a)

of the Zoning Ordinance.

FINDINGS OF FACT AND CONCLUSION OF LAW

(1) The Application is in conformance with Criterion 1 as the entire tract is located within the vicinity of a major intersection and a proposed future interchange (approximately 2,300 feet from the intersection of Indian Head Highway and Berry Road). The Subregion V Master Plan classifies Indian Head Highway as an existing expressway south of Berry Road and a freeway north of Berry Road. Berry Road itself is classified as an expressway. The western portion of the subject property is the access for the 57.5 acre parcel of M-X-T Zoned land located to the west within the Berry Road/Indian Head Highway intersection. Manning Road East provides the only access to this M-X-T Zoned land from Berry Road. The western portion of the subject property is therefore within the vicinity of a major interchange. §27-213(a)(1)(A)

(2) The western portion of the subject property also meets Criteria 2. The Subregion V Master Plan recommends mixed use development for the portion of the subject Application located west of Manning Road East just as it recommends mixed use development for the 57.5 acres of land adjacent to the west of the subject property which was placed in the M-X-T Zone by the adoption of the 1993 Subregion V Sectional Map Amendment.

(3) The Master Plan recommends low density suburban development for that area of the subject property located east of Manning Road East. Low-Suburban and Suburban densities (1.6 to 3.5 du/ac) are the primary living areas surrounding activity centers and employment locations. Suburban densities of up to 3.5 du/ac are limited to the Clinton area. Building style is generally single-family detached, but townhouses (or even a very limited number of apartments) may be included in Comprehensive Design Zone or Village Zone development areas. Master Plan Living Areas p. 50, §27-213(a)(1)(B)

(4) The following background and analysis was provided by the Community Planning Division, M-NCPPC:

The planning chronology for this area is important to understanding the evolution of decisions pertaining to the existing property classified in the M-X-T Zone (referred to as the TSC/MUMA property below) and the adjacent property that is the subject of application A-9960. The property subject of this Application was acquired from former owner Mr. Vincent by TSC/MUMA (the Applicant) to provide road access to their larger property holdings classified in the M-X-T Zone in 1993.

1974 Master Plan for Subregion V:

- Area encompassing both properties recommended for employment land uses along the then-proposed Outer Beltway freeway right-of-way.

1979 Accokeek, Tippet and Piscataway SMA:

- TSC/MUMA (including the 70 acres to the east and west of the subject property)—Rezoned

from the R-R to the E-I-A Zone per SMA Change P-15 (The southern boundary of the E-I-A Zone was the proposed Outer Beltway right-of-way.)

Subject Property (Vincent)—Retained in the R-R Zone

1982 General Plan and Master Plan of Transportation:

- Deleted the Outer Beltway as a road proposal in the southern part of the county.

Late 1980s Maryland State Highway Administration Transportation Program:

- TSC/MUMA—SHA decides to relocate MD Route 228 from Charles County to MD Route 210 through the E-I-A Zone property in Accokeek as a divided, four-lane road.

1992 Subregion V Preliminary (May) and Adopted (November) Master Plan/SMA:

- TSC/MUMA—Proposed a smaller employment area located west of Manning Road and on the north side of the proposed MD Route 228 right-of way; low-suburban residential land uses east of Manning Road on the north side of MD Route 228 and low-suburban or large-lot residential south of MD Route 228. The SMA recommended rezoning E-I-A to R-R and R-A Zones. The redefined employment area recommendations were to be implemented via a new/revised E-I-A Comprehensive Design Zone application.
- Vincent—Recommended for low-suburban residential use; SMA to retain the R-R Zone.

1993 Subregion V Master Plan/SMA Approved by Council Resolution CR-60-1993:

- TSC/MUMA—CR-60-1993, Plan Amendment 12 approved mixed-use development for the north and south side of MD Route 228 west of Manning Road and for the north side of MD Route 228 east of Manning Road. Low-suburban or large-lot residential land use for southern parts of the property. SMA rezoned E-I-A to M-X-T, R-R and R-A Zones. (Change Numbers A-9, A-10 and A-27)
- Vincent—CR-60-1993 approved low-suburban residential land use/SMA retained the R-R Zone.

The boundary between the existing M-X-T Zone on the TSC/MUMA property and the R-R Zone on the Vincent property (subject to application A-9960) is the result of a Council amendment to the proposed Master Plan and SMA at the end of the approval process. The Planning Board had recommended employment land use for the area encompassing both properties on the northwest side of Manning Road East and Low-Suburban residential land use for both properties on the southeast side. The Council approved a request for mixed land uses and the M-X-T Zone on the TSC/MUMA property that had not been recommended by the Planning Board in the transmitted Master Plan/SMA proposal. There were no requests for rezoning on the Vincent property and no testimony at public hearings regarding it. As such, the boundary between the M-X-T Zone and R-R Zone in this area was determined by ownership patterns in 1993, when the Master Plan and Sectional Map Amendment were approved by the County Council.

The subject Application consists of two tracts of approximately four (4) and eight (8) acres divided by Manning Road East that are located between the existing road and the two large parcels. The two adjoining larger parcels already classified in the M-X-T Zone are 57 and 13 acres,

respectively, and have been approved for development of a senior housing complex (up to 800 units), commercial retail, and office land uses. The approved Site Plan for the existing M-X-T Zone (CSP-99050) indicates access roads across these two smaller tracts of land (the instant Application) to intersect with Manning Road East. The Applicant acquired these smaller tracts between the approved development proposal and Manning Road East to provide access because of State Highway Administration access restrictions associated with the other adjoining road (MD Route 228). Allowing the owner to incorporate the extra land area acquired to provide access into the larger development area is not an unreasonable request, particularly where the request is consistent with Master Plan concepts for future land use and development.

On the northwest side of Manning Road East, the Master Plan recommends mixed-use development and employment (Office/Light Manufacturing/Business Park) land use as part of a larger recommended business area extending to the north. Expansion of the existing M-X-T zoning onto the adjoining portion of this rezoning Application would be consistent with the land use recommendations of the Master Plan.

On the southeast side of Manning Road East, the Master Plan recommends low-suburban residential land use at up to 1.6 dwelling units per acre and mixed-use development. Expansion of business land uses into this area is not recognized by the Master Plan. Although the M-X-T Zone allows low-density residential use such as that recommended by the Master Plan, and even other low-density institutional or nonresidential uses such as churches, private schools, and others that are allowed in the existing R-R residential zone, the intent of the M-X-T Zone is not for such uses. Instead, it is intended for a mix of higher density residential, commercial, and public facility uses designed to encourage a 24-hour functional environment. As such, extending the M-X-T Zone into this area would not be fully consistent with the Master Plan recommendations. (Exhibit 10)

(5) If the M-X-T Zone is approved for this area, there should be explicit conditions added regarding buffering, screening, setbacks, building scale, and types of land use to ensure compatibility with existing, adjacent residential properties. Master Plan Guidelines for Commercial Area and Activity Centers, p.63, states "Approval of all mixed-use proposals should require that the design define and show the relationship of the proposal to nearby public uses, trails and the open space network."

(6) The Master Plan specifically addressed M-X-T Zoning in the instant neighborhood:

The Master Plan mixed-use development area is recommended for the intersection of MD Route 228 and Indian Head Highway. Retail, office and other types of employment development, as well as community facilities and some higher density residential land uses, are envisioned. This development concept was approved on the basis of a proposal submitted by the owners of the Cover tract during the public hearing review process for this Master Plan. They emphasized the visibility and accessibility of this site at a juncture on the regional transportation system and requested the M-X-T Zone. Accordingly, the scale of proposed commercial retail activity will rely on regional and not just local Accokeek markets for support. Other commercial and employment elements of the proposal should complement land use recommendations for property adjoining to the northeast;

e.g., in Employment Area "E." which is recommended for development as an office/light industrial/business park in the E-I-A Zone. The property owners' public hearing testimony should provide the framework for more detailed development review under the regulations of the M-X-T Zone. Community Land Use Recommendations –Accokeek, Master Plan p.90

- (7) The Master Plan also specifically addressed the nearby employment area:

Employment Area "E" – Accokeek Employment Park

Employment Area "E" is a smaller section of the employment area recommended in previous plans. It is refined in this Plan to account for revisions to the formerly proposed transportation pattern. Specifically, the revisions include the deletion of the Outer Beltway proposal and the addition of the MD Route 228 connector with Indian Head Highway, which would redefine land use relationships in this area.

Employment Area "E" is limited to a portion of the area on the east side of Indian Head Highway between MD Route 228 and MD Route 373. It shares this area with the mixed-use development described in the section above. Retail and office uses in the M-X-T Zone have been proposed along the major road frontages; service and other employment uses are planned for more interior areas. The E-I-A Zone is the most appropriate implementation technique for development in the remainder of this employment area. Consistent with previous planning policies for this employment area, neither warehousing nor trucking-related uses are considered appropriate. Effective buffer techniques need to be utilized wherever new employment development adjoins residential land uses. A new public road (C-526) is proposed to provide interior access and a unifying elements for development of the area as a whole. Community Land Use Recommendations-Accokeek, Master Plan pg. 92

- (8) This Application is located within the Accokeek Development Review District. The Accokeek Development Review District Commission (ADRDC) reviewed this Application at several meetings in early 2004 and submitted comments by letters dated May 13, 2004, and June 10, 2004. Issues that were of concern in the ADRDC meetings were (1) whether there was a need for more commercial zoning or development in Accokeek, and (2) the compatibility of expanded commercial development with the existing residential land uses on Manning Road East.

The standard used to evaluate a request for the M-X-T Zone is not whether or not the request conforms to Master Plan recommendations, but rather whether or not the request substantially impairs the integrity of that Plan. In this case the M-X-T request for the western portion of the property is in conformance with the Master Plan recommendation for mixed-use development. The balance of the site, however, is recommended for low-density residential uses.

To rezone the eastern portion of the site to the M-X-T Zone would result in an impairment of the Master Plan recommendations for this area. The Master Plan clearly uses Manning Road East and the proposed C-526 collector road extending from Manning Road East as a line of demarcation

between the high density mixed uses oriented toward the Indian Head Highway/Berry Road intersection and the balance of the neighborhood. While the 13-acre tract southeast of the subject property is clearly an exception to this principle, it is generally oriented to Berry Road and not to the interior of the neighborhood, as is the eastern portion of the subject property. Manning Road East and C-526 (regardless of its final alignment) will separate the more intense uses permitted in the M-X-T Zone from the low density residential uses already existing and proposed for those portions of the neighborhood generally north of the subject site.

The rezoning from the E-I-A Zone to the M-X-T Zone at this location late in the Master Plan/Sectional Map Amendment process added the potential for commercial uses not originally contemplated. Without a new market analysis showing a need for additional commercial uses, the additional commercial/office development proposed for the eastern portion of the tract is likely to exceed the need for commercial uses in this part of Subregion V. §27-213(a)(2)

(9) The Application is in conformance with the purposes of the M-X-T Zone, §27-542, as follows:

- (1) *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 living opportunities for its citizens;*

The Subregion V Master Plan provided for the orderly development of land near the Indian Head Highway/Berry Road intersection by placing land in the M-X-T Zone and using Manning Road East and the proposed collector road C-526 to provide access and to generally function as a boundary between the more intensive uses allowed in the M-X-T Zone and the low-density residential center of the neighborhood. The rezoning of the western portion of the subject property is in accordance with this purpose. The rezoning of the eastern portion of the site is more intrusive to the adjoining residential neighborhood and does not promote orderly development of the area. Moreover, its contribution to the economic well being of this part of the Subregion has not been established.

- (2) *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;*

While the rezoning of the western part of the property conforms to the goal of concentrating development potential in areas recommended for such mixed uses, the mixed-use development of the eastern portion of the tract exceed the recommended quantity of mixed-use development in this part of the Subregion.

- (3) *To promote the effective and optimum use of transit and other major transportation systems;*

The subject property will have access to a major intersection in conformance with this purpose.

- (4) *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;*

Depending on the type and location of the proposed development, the requested rezoning may encourage a 24-hour environment. However, the relationship of the two portions of the subject site to existing development patterns and the proposed collector road is quite different. While a 24-hour environment may be appropriate for the property west of Manning Road, it is not appropriate for the property east of Manning Road.

- (5) *To encourage diverse land uses which blend together harmoniously;*
- (6) *To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;*
- (7) *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;*
- (8) *To permit a flexible response to the market; and*
- (9) *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 mixture of uses and flexibility permitted by the M-X-T Zone will permit and encourage the purposes listed above. The Conceptual Site Plan and Detailed Site Plan approval process required for development in the M-X-T Zone will provide for an opportunity to examine future development proposals in greater detail and to determine their conformance with the purposes of the M-X-T Zone. As part of the Conceptual Site Plan and Detailed Site Plan approval process, the Planning Board will determine that:

- The proposed development has an outward orientation that either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;
- The proposed development is compatible with existing and proposed development in the vicinity;
- 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;
- If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;

- The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;
- On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial).

Due to the potential for more intense development and a 24-hour environment, consideration should be given at the time of Conceptual Site Plan approval to doubling the normal requirement for bufferyards between M-X-T uses and land uses in adjoining R-R-zoned properties. The Illustrative Plan shows a desire to provide a community-oriented use as well as a mixture of commercial and residential uses. A more prominent location for the community center could provide for a gateway use that sets the tone for the entire community, both existing and proposed. On the eastern portion of the site, the Illustrative Plan proposes a commercial center and office pad sites which would link to the commercial center proposed on the 13-acre M-X-T parcel farther east. This suggests a typical retail shopping center concept rather than the dynamic relationship possible with a true mixture of residential, commercial and employment uses envisioned by the M-X-T Zone. §27-542

(10) The Application is in conformance with the transportation requirements of §27-213(a)(3), provided certain infrastructure improvements are made, as follows:

- (A) **Prior to approval, the Council shall find that transportation facilities that are existing, are under construction, or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry anticipated traffic for the proposed development.**
- (B) **The finding by the Council of adequate transportation facilities at this time shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

The Applicant prepared a Traffic Impact Study dated December 2003. The study has been prepared in accordance with the methodologies in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*. The findings and recommendations outlined below are based upon a review of the traffic study and other relevant materials, and analyses conducted by the staff of the Transportation Planning Section, consistent with the guidelines. The traffic study was referred to the County Department of Public Works and Transportation (DPW&T) and the State Highway Administration (SHA). Neither agency provided comments.

Growth Policy—Service Level Standards

The subject property is in the Developing Tier, as defined in the General Plan for Prince George's County. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level-of-service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better is required in the Developing Tier.

Unsignalized intersections: The *Highway Capacity Manual* procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

Staff Analysis of Traffic Impacts

The following intersections have been analyzed in the traffic study:

- MD 228 and Manning Road (signalized)
- MD 210 and MD 228 (signalized)
- Manning Road and site access 1 (planned future roundabout)
- Manning Road and site access 2 (future unsignalized)
- Manning Road and site access 3 (future unsignalized)

Existing conditions are summarized as follows:

EXISTING CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
	MD 228 and Manning Road	1,052	1,202	B
MD 210 and MD 228	981	1,013	A	B
Manning Road and site access 1	planned			
Manning Road and site access 2	planned			
Manning Road and site access 3	planned			
<p>*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 45.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures and should be interpreted as excessive.</p> <p>**The Planning Board has no standard for evaluating roundabouts. Delay measured both in seconds and LOS is reported for information purposes.</p>				

In assessing background traffic, the traffic consultant worked with the transportation staff to develop a complete list of background developments. Therefore, the assessment of traffic generated by background development is acceptable. Through traffic volumes were also increased by 2.5 percent per year to account for growth in through traffic along MD 210 and MD 228. Background conditions are summarized as follows:

BACKGROUND CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
	MD 228 and Manning Road	1,395	2,021	D
MD 210 and MD 228	1,317	1,286	D	C
Manning Road and site access 1	planned			
Manning Road and site access 2	planned			
Manning Road and site access 3	planned			
<p>*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 45.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures and should be interpreted as excessive.</p> <p>**The Planning Board has no standard for evaluating roundabouts. Delay measured both in seconds and LOS is reported for information purposes.</p>				

The traffic study assumes the development of the following:

- 85,800 square feet of retail space
- 80,000 square feet of general office space
- a 7,500-square-foot recreation community center
- 24 elderly housing units

These uses taken together (assuming a 6 percent% pass-by rate for the retail) are estimated to generate 221 AM (181 in, 40 out) and 579 PM peak hour vehicle trips (242 in, 337 out), according to the rates given in the guidelines. Retail uses are allowed to assume that a portion of the trips generated are already on the road (i.e., pass-by trips). Total traffic conditions are summarized below:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
	MD 228 and Manning Road	1,618	2,582	F
MD 210 and MD 228	1,331	1,300	D	D
Manning Road and site access 1	6.8**	12.2**	A	B
Manning Road and site access 2	8.9*	11.8*	--	--
Manning Road and site access 3	8.3*	8.3*	--	--
<p>*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 45.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures and should be interpreted as excessive.</p> <p>**The Planning Board has no standard for evaluating roundabouts. Delay measured both in seconds and LOS is reported for information purposes.</p>				

It is noted that failing operating conditions are found at the MD 228/Manning Road intersection, and the traffic study has made recommendations that the following improvements be provided:

1. Widen the southbound approach of Manning Road to provide four (4) approach lanes: two left-turn lanes, one through lane, and one right-turn lane.
2. Operate the dual left-turn lanes along the westbound MD Route 228 approach.
3. Modify the island in the southwest quadrant of the intersection to eliminate the eastbound free right turn along MD Route 228, and restripe to provide two receiving lanes for the westbound left turns.
4. Restripe the shoulder of westbound MD Route 228 to provide an exclusive right-turn lane.
5. Eliminate the split-phasing of the MD Route 228/Manning Road signal.

With all of these changes, the MD Route 228/Manning Road intersection would operate at LOS D, with a CLV of 1,354, in the AM peak hour. In the PM peak hour, the intersection would operate at LOS D with a CLV of 1,440.

Environmental Issues

(11) A review of the available information indicates that streams, 100-year floodplain, severe slopes, and areas of steep slopes with highly erodible soils are not found to occur on the subject property. However, there is an area of wetlands located near the southwestern corner of the site. The previously approved Preliminary Plan of Subdivision, 4-01065, and Type I Tree Conservation Plan, TCPI/25/01, clearly identified and protected the wetland area and the associated 25-foot buffer from grading impacts. All future plans should continue to provide protection to this wetland and associated 25-foot buffer. Living Areas Guideline 14, Master Plan p. 54, states:

Developers shall be encouraged to preserve natural amenities such as stream, floodplain and wooded areas, and to incorporate these natural features into the environmental pattern of residential areas to serve as open space and to define and link together the living areas.

(12) The soils found to occur on the subject property according to the Prince George's County Soil Survey include Beltsville silt loam and Aura gravelly loam. These soils have limitations with respect to perched water tables, impeded drainage, and a hard stratum that will need to be addressed during the building phase of the development but will not affect the site layout or this rezoning application. According to available information, Marlboro clay does not occur on this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program publication titled "Ecologically Significant Areas in Anne Arundel and Prince George's Counties,"

December 1997, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. There are no designated scenic and historic roads in the vicinity of this application. This property is located in the Mattawoman Creek watershed of the Potomac River basin and in the Developing Tier as reflected in the adopted General Plan.

(13) The subject property was previously reviewed in conjunction with Preliminary Plan of Subdivision 4-01065, at which time a Detailed Forest Stand Delineation (FSD) was submitted and found to be acceptable in accordance with the requirements for an FSD as found in the Prince George's County Woodland Conservation and Tree Preservation Technical Manual.

(14) The subject property is subject to the requirements of the Prince George's County Woodland Conservation and Tree Preservation Ordinance because the property is larger than 40,000 square feet in size, there are more than 10,000 square feet of existing woodlands, prior applications proposed more than 5,000 square feet of woodland clearing, and there is a previously approved Type I Tree Conservation Plan, TCPI/25/01. Although a TCP is not required to be submitted with this Application, revisions to the currently approved TCPI may be necessary during the review of subsequent applications for Conceptual Site Plan and/or Preliminary Plan of Subdivision. In addition, a Type II Tree Conservation Plan shall be approved in conjunction with any Detailed Site Plans and/or grading permits.

The approved Type I Tree Conservation Plan, TCPI/25/01, for this property has a 20 percent Woodland Conservation Threshold (WCT) as opposed to a 15 percent WCT for the proposed M-X-T Zone. Because the previously approved TCPI has a WCT of 20 percent it is recommended that the WCT remain at 20 percent for this property. This is reasonable because an area of regulated wetlands exists on the site and this area could be used to meet the requirements.

(15) Based on the Environmental Planning Section noise model, transportation-related noise impacts associated with MD Route 228 extend into this site. The approximate location of the 65 dBA Ldn noise contour is 400 feet from the centerline of MD Route 228. Residential development proposed within the 65 dBA Ldn noise contour would require noise attenuation measures such as, but not limited to, earthen berms, walls, and/or structural modifications to mitigate the adverse noise impacts.

(16) Both the eastern and western parts of the subject property meet the transportation oriented locational criteria for the M-X-T Zone but only the western portion of the subject property is in accordance with Master Plan recommendations. Development of the eastern portion of the subject property in the R-R Zone with a transitional use would alleviate the adverse impact of the M-X-T Zone on adjoining residential zoned properties and would serve as a transition between both the M-X-T Zoned parcels and the residentially zoned parcels.

RECOMMENDATION

Approval of the 8.57 acre portion of the subject property located to the west of Manning Road East and Denial of the 3.93 acre portion of the subject property located to the east of Manning Road East, subject it to the following conditions:

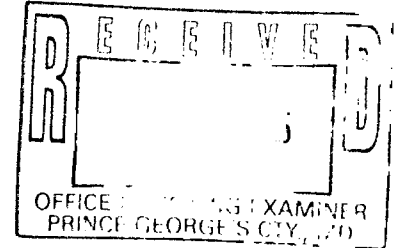
1. Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. Widening of the southbound approach of Manning Road to provide four (4) approach lanes: two (2) left-turn lanes, one (1) through lane, and one (1) right-turn lane.
 - b. Operation of the dual left-turn lanes along the westbound MD Route 228 approach.
 - c. Modification of the island in the southwest quadrant of the intersection to eliminate the eastbound free right turn along MD Route 228, and restriping to provide two (2) receiving lanes for the westbound left turns.
 - d. Restriping the shoulder of westbound MD 228 to provide an exclusive right-turn lane.
 - e. Elimination of the split-phasing of the MD Route 228/Manning Road signal.
2. The total combined development of the western portion (8.57 acres) of the subject property and Pod 2 on CSP 99050 shall not exceed the total development approval for Pod 2 on CSP 99050.
3. The wetland area located at the southwestern corner of this property shall be protected from grading disturbances throughout the development process. During the review of all subsequent plans the wetland and the 25-foot buffer shall be shown on all plans and shall be protected by a platted conservation easement.
4. All Conceptual Site Plans, Preliminary Plans of Subdivision, Detailed Site Plans and/or Tree Conservation Plans proposing residential development on this site shall include a Phase I and/or Phase II Noise Study as appropriate, show the location of the 65 dBA Ldn noise contour (mitigated and unmitigated), and show that all state noise standards have been met for interior areas of residential and residential type uses.

5. The Conceptual Site Plan shall show the proposed community center in a more prominent location.
6. The bufferyard requirement between land uses in the M-X-T Zone and those on adjoining R-R-zoned land shall be doubled.
7. The Woodland Conservation Threshold shall be at 20 percent.

MN
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
PP
MC

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-3796

January 18, 2005



TSC/MUMA MATTA WOMAN, L.P.
1501 Farm Credit Drive
2500
McLean VA 22102

Re: Notification of Planning Board Action on
Manokeek - A-9960

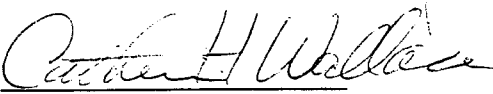
Dear Applicant:

This is to advise you that on **January 13, 2005** the above-referenced application was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

The Planning Board's recommendation in this case has been forwarded to the District Council for Prince George's County. All persons of record will be notified of future public hearings. Please direct questions regarding this matter to Ms. Redis C. Floyd, Clerk of the County Council, at the above address.

(You should be aware that you will have to reactivate any permits pending the outcome of this case. If the approved plans differ from the ones originally submitted with your permit, you are required to amend the permit by submitting copies of the approved plans. For information regarding reactivating permits, you should call the County's Permit Office at 301-883-5784.)

Very truly yours,
Faroll Hamer
Development Review Division

By: 
Reviewer

c: Zoning Hearing Examiner
Peoples Zoning Council
Zoning Enforcement
Director of Environmental Resources
Persons of Record

PGCPB No. 04-295

PGCPB No. 04-295

File No.A-9960

RESOLUTION

WHEREAS, the Prince George's County Planning Board has reviewed Zoning Map Amendment Application No. A-9960 requesting a rezoning from the R-R (Rural Residential) to the M-X-T (Mixed Use Transportation) Zone in accordance with Subtitle 27 of the Prince George's County Code; and

WHEREAS, after consideration of the evidence presented at the public hearing on December 9, 2004, the Prince George's County Planning Board finds:

- A. **Location and Field Inspection:** The subject property is located about 120 feet north of Berry Road (MD 228) about 2,300 feet east of the MD 210 (Indian Head Highway)/Berry Road intersection. The site is triangular in shape and is bisected by Manning Road. It is about 12.5 acres in size and is undeveloped and wooded.
- B. **History:** The site has been in the R-R Zone since prior to the last comprehensive rezoning of the area in 1993. At that time, the Subregion V Sectional Map Amendment retained the property in the R-R zone (CR-60-1993).
- C. **Master Plan Recommendation:** The 2002 General Plan places the property in the Developing Tier. The vision for the Developing Tier is to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial centers, and employment areas that are increasingly transit serviceable. The 1993 Subregion V Master Plan recommends office and light manufacturing/business park employment uses for the western nine acres of the property. The eastern four acres are recommended for low-suburban residential uses with a density of up to 1.6 dwellings per acre.
- D. **Neighborhood and Surrounding Uses:** The neighborhood boundaries identified for this application are:

North—Livingston Road (MD 373)
East—Bealle Hill Road
South—Berry Road (MD 228)
West—Indian Head Highway (MD 210)

The middle one-third of the neighborhood is developed with single-family residential development in the R-R Zone, on lots ranging from one-half acre to two acres in size. With the exception of some scattered residential development along Bealle Hill Road, the eastern third of the neighborhood remains largely undeveloped. This portion of the neighborhood is in the R-A and R-L Zones with permitted densities equivalent to one- to two-acre lots. In the northern part of the neighborhood, on the south side of Livingston Road, are some older commercial businesses in the C-S-C Zone.

Much of the undeveloped land in the western portion of the neighborhood is in the M-X-T (Mixed-Use Transportation Oriented) Zone. Specifically, immediately to the west of the subject site is an undeveloped, 57.5-acre parcel in the M-X-T Zone, and the to east of the subject site is an undeveloped 13-acre parcel in the M-X-T Zone. Immediately south of Berry Road is a 26-acre parcel of land in the M-X-T Zone developed with the Manokeek Village Center

- E. **Request:** The applicant is the owner of the M-X-T-zoned parcels to the east and west of the subject site. Access to those sites was limited by the State Highway Administration to Manning Road East, which bisects the subject property. The applicant purchased the subject site and has shown the site as providing access to those sites (Pods 2 and 3) in Conceptual Site Plan 99050, which was approved by the Planning Board on July 27, 2000. Because the site serves as a connection between the two M-X-T sites, the applicant requests this rezoning to create a more unified development scheme.

The applicant has submitted an Illustrative Plan with this application. The plan proposes a residential component, a live/work component, and a community center on the western portion of the property and a retail center with office pad sites on the eastern portion of the property.

F. **Zoning Requirements:**

Section 27-213; Criteria for approval of the M-X-T Zone.

- (1) **The District Council shall only place land in the M-X-T Zone if at least one (1) of the following two (2) criteria is met:**
- (A) **Criterion 1. The entire tract is located within the vicinity of either:**
- (i) **A major intersection or major interchange (being an intersection or interchange in which at least two (2) of the streets forming the intersection or interchange are classified in the Master Plan as an arterial or higher classified street reasonably expected to be in place within the foreseeable future); or**
- (ii) **A major transit stop or station (reasonably expected to be in place within the foreseeable future).**
- (B) **Criterion 2. The applicable Master Plan recommends mixed land uses similar to those permitted in the M-X-T Zone.**

The entire tract is located within the vicinity of a major intersection and proposed future interchange. The site is located about 2,300 feet from the intersection of Indian Head Highway and Berry Road. The Subregion V Master Plan classifies Indian Head Highway as an existing expressway south of Berry Road and a freeway north of Berry Road. Berry Road itself is classified as an expressway. The subject site is the location for the access to 70 acres of M-X-T-zoned land in the vicinity of this intersection. Manning Road East provides the only access to the M-X-T-zoned land from Berry Road. The subject property is therefore clearly within the vicinity of a major intersection and meets the requirements of this criterion.

- (2) **Prior to approval, the Council shall find that the proposed location will not substantially impair the integrity of an approved General Plan, Area Master Plan, or Functional Master Plan and is in keeping with the purposes of the M-X-T Zone.**

In approving the M-X-T Zone, the District Council may include guidelines to the Planning Board for its review of the Conceptual Site Plan.

The planning chronology for this area is important to understanding the evolution of decisions pertaining to the existing property classified in the M-X-T Zone (referred to as the TSC/Muma property below) and the adjacent property that is the subject of application A-9960. The property subject to this application was acquired from former owner Mr. Vincent by TSC/Muma (the applicant in this case) to provide road access to their larger property holdings classified in the M-X-T Zone in 1993.

1974 Master Plan for Subregion V:

- Area encompassing both properties recommended for employment land uses along the then-proposed Outer Beltway freeway right-of-way.

1979 Accokeek, Tippet and Piscataway SMA:

- TSC/Muma (including the 70 acres to the east and west of the subject property)—Rezoned from the R-R to the E-I-A Zone per SMA Change P-15 (The southern boundary of the E-I-A Zone was the proposed Outer Beltway right-of-way.)
- Subject Property (Vincent)—Retained in the R-R Zone

1982 General Plan and Master Plan of Transportation:

- Deleted the Outer Beltway as a road proposal in the southern part of the county.

Late 1980s Maryland State Highway Administration Transportation Program

- TSC/Muma—SHA decides to relocate MD 228 from Charles County to MD 210 through the E-I-A Zone property in Accokeek as a divided, four-lane road.

1992 Subregion V Preliminary (May) and Adopted (November) Master Plan/SMA:

- TSC/Muma—Proposed a smaller employment area located west of Manning Road and on the north side of the proposed MD 228 right-of way; low-suburban residential land uses east of Manning Road on the north side of MD 228 and low-suburban or large-lot residential south of MD 228. The SMA recommended rezoning E-I-A to R-R and R-A Zones. The redefined employment area recommendations were to be implemented via a new/revised E-I-A Comprehensive Design Zone application.
- Vincent—Recommended for low-suburban residential use; SMA to retain the R-R Zone.

1993 Subregion V Master Plan/SMA Approved by Council Resolution CR-60-1993:

- TSC/Muma—CR-60-1993, Plan Amendment 12 approved mixed-use development for the north and south side of MD 228 west of Manning Road and for the north side of MD 228 east of Manning Road. Low-suburban or large-lot residential land use for southern parts of the property. SMA rezoned E-I-A to M-X-T, R-R and R-A Zones.
- Vincent—CR-60-1993 approved low-suburban residential land use/SMA retained the R-R Zone.

The boundary between the existing M-X-T Zone on the TSC/Muma property and the R-R Zone on the Vincent property (subject to application A-9960) is the result of a Council amendment to the proposed master plan and SMA at the end of the approval process. The Planning Board had

recommended employment land use for the area encompassing both properties on the northwest side of Manning Road East and Low-Suburban residential land use for both properties on the southeast side. The Council approved a request for mixed land uses and the M-X-T Zone on the TSC/Muma property that had not been recommended by the Planning Board in the transmitted master plan/SMA proposal. There were no requests for rezoning on the Vincent property and no testimony at public hearings regarding it. As such, the boundary between the M-X-T Zone and R-R Zone in this area was determined by ownership patterns in 1993, when the master plan and SMA were approved by the County Council.

The subject application (A-9960) consists of two tracts of approximately five and seven acres divided by Manning Road East that are located between the existing road and the two large parcels. The two adjoining larger parcels already classified in the M-X-T Zone are 57 and 13 acres, respectively, and have been approved for development of a senior housing complex (up to 800 units), commercial retail, and office land uses. The approved site plan for the existing M-X-T Zone (CSP-99050) indicates access roads across these two smaller tracts of land (A-9960) to intersect with Manning Road East. The applicant acquired these smaller tracts between the approved development proposal and Manning Road East to provide access because of State Highway Administration access restrictions associated with the other adjoining road (MD 228). Allowing the owner to incorporate the extra land area acquired to provide access into the larger development area is consistent with master plan concepts for future land use and development.

On the northwest side of Manning Road East, the master plan recommends mixed-use development and employment (Office/Light Manufacturing/Business Park) land use as part of a larger recommended business area extending to the north. Expansion of the existing M-X-T zoning onto the adjoining portion of this rezoning application would be consistent with the land use recommendations of the master plan.

On the southeast side of Manning Road East, the master plan recommends low-suburban residential land use at up to 1.6 dwelling units per acre and mixed-use development.

This application is located in the Accokeek Development Review District. The Accokeek Development Review District Commission (ADRDC) reviewed this application at several meetings in early 2004 and submitted comments by letters dated May 13, 2004, and June 10, 2004. Issues that were of concern in the ADRDC meetings were (1) whether there was a need for more commercial zoning or development in Accokeek, and (2) the compatibility of expanded commercial development with the existing residential land uses on Manning Road East.

The request for the M-X-T Zone will not substantially impair the General Plan or the Subregion V Master Plan. The subject property clearly lies within an area determined to be appropriate for the M-X-T Zone. The rezoning of this property will provide for the orderly development of this property as well as the properties already approved for the M-X-T Zone. Furthermore, the applicant proposes to limit the total development of this and adjoining M-X-T zoned property in the same ownership, to the development already approved as part of Conceptual Site Plan 99050.

At the time of detailed site plan approval, the compatibility of the proposed M-X-T Zone with the existing residential community will be addressed by a condition requiring the provision of a 100-foot wide wooded buffer and the careful orientation of buildings and/or walls and parking lots to minimize the impacts of parking areas on the adjoining residential neighborhood.

The proposed rezoning meets the following purposes of the M-X-T Zone:

Sec. 27-542. (a) The purposes of the M-X-T Zone are:

- (1) **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 living opportunities for its citizens;**

The Subregion V Master Plan provided for the orderly development of land near the Indian Head Highway/Berry Road intersection by placing land in the M-X-T Zone and using Manning Road East to provide access to the M-X-T development. The rezoning of the subject property will complete this development. With the recommended conditions, the rezoning of the eastern portion of the site will promote orderly development of the area, while minimizing its impacts on the adjoining residential area.

- (2) **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 proposed rezoning conforms to the goal of concentrating development potential in areas recommended for mixed uses.

- (3) **To promote the effective and optimum use of transit and other major transportation systems;**

The subject property will have access to a major intersection in conformance with this purpose.

- (4) **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;**

Approval of the requested rezoning will facilitate a 24-hour environment.

- (5) **To encourage diverse land uses which blend together harmoniously;**
- (6) **To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**
- (7) **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;**

- (8) **To permit a flexible response to the market; and**
- (9) **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 mixture of uses and flexibility permitted by the M-X-T Zone will permit and encourage the purposes listed above. The conceptual site plan and detailed site plan approval process required for development in the M-X-T Zone will provide for an opportunity to examine future development proposals in greater detail and to determine their conformance with the purposes of the M-X-T Zone. As part of the conceptual site plan and detailed site plan approval process, the Planning Board will determine that:

- The proposed development has an outward orientation that either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;
- The proposed development is compatible with existing and proposed development in the vicinity;
- 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;
- If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;
- The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;
- On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial).

Due to the potential for more intense development and a 24-hour environment, consideration should be given at the time of conceptual site plan approval to doubling the normal requirement for bufferyards between M-X-T uses and land uses in adjoining R-R-zoned properties. On the eastern portion of the site, a 100-foot wide wooded buffer will buffer the existing residential community from the impacts of the proposed development.

The Illustrative Plan shows a desire to provide a community-oriented use as well as a mixture of commercial and residential uses. A more prominent location for the community center could provide for a gateway use that sets the tone for the entire community, both existing and proposed.

- (3) **Adequate transportation facilities.**

- (A) **Prior to approval, the Council shall find that transportation facilities that are existing, are under construction, or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry anticipated traffic for the proposed development.**
- (B) **The finding by the Council of adequate transportation facilities at this time shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

The applicant prepared a traffic impact study dated December 2003. The study has been prepared in accordance with the methodologies in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*. The traffic study was referred to the county Department of Public Works and Transportation (DPW&T) and the State Highway Administration (SHA). Neither agency provided comments.

Growth Policy—Service Level Standards

The subject property is in the Developing Tier, as defined in the General Plan for Prince George's County. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level-of-service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better is required in the Developing Tier.

Unsignalized intersections: The *Highway Capacity Manual* procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

Staff Analysis of Traffic Impacts

The following intersections have been analyzed in the traffic study:

- MD 228 and Manning Road (signalized)
- MD 210 and MD 228 (signalized)
- Manning Road and site access 1 (planned future roundabout)
- Manning Road and site access 2 (future unsignalized)
- Manning Road and site access 3 (future unsignalized)

Existing conditions are summarized as follows:

EXISTING CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
	MD 228 and Manning Road	1,052	1,202	B
MD 210 and MD 228	981	1,013	A	B
Manning Road and site access 1	planned			
Manning Road and site access 2	planned			
Manning Road and site access 3	planned			
<p>*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 45.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures and should be interpreted as excessive.</p> <p>**The Planning Board has no standard for evaluating roundabouts. Delay measured both in seconds and LOS is reported for information purposes.</p>				

In assessing background traffic, the traffic consultant worked with the transportation staff to develop a complete list of background developments. Therefore, the assessment of traffic generated by background development is acceptable. Through traffic volumes were also increased by 2.5 percent per year to account for growth in through traffic along MD 210 and MD 228. Background conditions are summarized as follows:

BACKGROUND CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
	MD 228 and Manning Road	1,395	2,021	D
MD 210 and MD 228	1,317	1,286	D	C
Manning Road and site access 1	planned			
Manning Road and site access 2	planned			
Manning Road and site access 3	planned			
<p>*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 45.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures and should be interpreted as excessive.</p> <p>**The Planning Board has no standard for evaluating roundabouts. Delay measured both in seconds and LOS is reported for information purposes.</p>				

The traffic study assumes the development of the following:

- 85,800 square feet of retail space
- 80,000 square feet of general office space
- a 7,500-square-foot recreation community center
- 24 elderly housing units

These uses taken together (assuming a 6 percent% pass-by rate for the retail) are estimated to generate 221 AM (181 in, 40 out) and 579 PM peak hour vehicle trips (242 in, 337 out), according to CSP-20001_Backup 54 of 73

to the rates given in the guidelines. Retail uses are allowed to assume that a portion of the trips generated are already on the road (i.e., pass-by trips). Total traffic conditions are summarized below:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
	MD 228 and Manning Road	1,618	2,582	F
MD 210 and MD 228	1,331	1,300	D	D
Manning Road and site access 1	6.8**	12.2**	A	B
Manning Road and site access 2	8.9*	11.8*	--	--
Manning Road and site access 3	8.3*	8.3*	--	--
<p>*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 45.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures and should be interpreted as excessive.</p> <p>**The Planning Board has no standard for evaluating roundabouts. Delay measured both in seconds and LOS is reported for information purposes.</p>				

It is noted that failing operating conditions are found at the MD 228/Manning Road intersection, and the traffic study has made recommendations that the following improvements be provided:

1. Widen the southbound approach of Manning Road to provide four approach lanes: two left-turn lanes, one through lane, and one right-turn lane.
2. Operate the dual left-turn lanes along the westbound MD 228 approach.
3. Modify the island in the southwest quadrant of the intersection to eliminate the eastbound free right turn along MD 228, and restripe to provide two receiving lanes for the westbound left turns.
4. Restripe the shoulder of westbound MD 228 to provide an exclusive right-turn lane.
5. Eliminate the split-phasing of the MD 228/Manning Road signal.

With all of these changes, the MD 228/Manning Road intersection would operate at LOS D, with a CLV of 1,354, in the AM peak hour. In the PM peak hour, the intersection would operate at LOS D with a CLV of 1,440.

Plan Comments

The site has been the subject of two preliminary plan applications, 4-01064 and 4-01065. Dedication of roadways within the subject property will be in accordance with those plans.

While the subject property is not adjacent to the intersection of two master plan arterial (or higher) facilities, it is in the vicinity of the MD 210/MD 228 intersection of the F-11 and E-7 facilities. Furthermore, it is adjacent to other property that is also zoned M-X-T.

Recommendations

Based on the preceding comments and findings, the Transportation Planning Section found that the applicant has shown that transportation facilities which are existing, under construction, or for which 100 percent construction funding is contained in the county CIP or the state CTP will be adequate to carry anticipated traffic which would be generated by the proposed rezoning. This finding is applicable if the application is approved with the following conditions:

1. **MD 228 at Manning Road:** Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. Widening of the southbound approach of Manning Road to provide four approach lanes: two left-turn lanes, one through lane, and one right-turn lane.
 - b. Operation of the dual left-turn lanes along the westbound MD 228 approach.
 - c. Modification of the island in the southwest quadrant of the intersection to eliminate the eastbound free right turn along MD 228, and restriping to provide two receiving lanes for the westbound left turns.
 - d. Restriping the shoulder of westbound MD 228 to provide an exclusive right-turn lane.
 - e. Elimination of the split-phasing of the MD 228/Manning Road signal.
2. Total development within the subject property shall be limited to uses which generate no more than 221 AM and 579 PM peak-hour vehicle trips.

G. Environmental Issues

This 12.54-acre site in the R-R Zone is located on both sides of Manning Road approximately 300 feet north of its intersection with Berry Road (MD 228). A review of the available information indicates that streams, 100-year floodplain, severe slopes, and areas of steep slopes with highly erodible soils are not found to occur on the property. However, there is an area of wetlands located near the southwestern corner of the site. Transportation-related noise associated with MD 228 has been found to impact this site. The soils found to occur according to the Prince George's County Soil Survey include Beltsville silt loam and Aura gravelly loam. These soils have limitations with respect to perched water tables, impeded drainage, and a hard stratum that will need to be addressed during the building phase of the development but will not affect the site layout or this rezoning application. According to available information, Marlboro clay does not occur on this

property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program publication titled "Ecologically Significant Areas in Anne Arundel and Prince George's Counties," December 1997, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. There are no designated scenic and historic roads in the vicinity of this application. This property is located in the Mattawoman Creek watershed of the Potomac River basin and in the Developing Tier as reflected in the adopted General Plan.

This site was previously reviewed in conjunction with the approvals of Preliminary Plan of Subdivision 4-01065 and Type I Tree Conservation Plan TCPI/25/01.

Findings and Recommendations

1. This site was previously reviewed in conjunction with Preliminary Plan of Subdivision 4-01065, at which time a Detailed Forest Stand Delineation (FSD) was submitted and found to be acceptable in accordance with the requirements for an FSD as found in the Prince George's County Woodland Conservation and Tree Preservation Technical Manual.

Discussion: No additional information is required with respect to the Forest Stand Delineation.

2. The 12.54-acre property is subject to the requirements of the Prince George's County Woodland Conservation and Tree Preservation Ordinance because the property is larger than 40,000 square feet in size, there are more than 10,000 square feet of existing woodlands, prior applications proposed more than 5,000 square feet of woodland clearing, and there is a previously approved Type I Tree Conservation Plan, TCPI/25/01. Although a TCP is not required to be submitted with this application, revisions to the currently approved TCPI may be necessary during the review of subsequent applications for conceptual site plan and/or preliminary plan of subdivision. In addition, a Type II Tree Conservation shall be approved in conjunction with any detailed site plans and/or grading permits.

The approved Type I Tree Conservation Plan, TCPI/25/01, for this property has a 20 percent Woodland Conservation Threshold (WCT) as opposed to a 15 percent WCT for the proposed M-X-T Zone. Because the previously approved TCPI has a WCT of 20 percent it is recommended that the WCT remain at 20 percent for this property. This is reasonable because an area of regulated wetlands exists on the site and this area could be used to meet the requirements.

Recommended Condition: The Woodland Conservation Threshold for this property shall remain at 20 percent.

3. Although streams, 100-year floodplain, severe slopes in excess of 25 percent, and steep slopes between 15 and 25 percent with highly erodible soils are not found on this property, there is an area of wetlands found at the southwestern corner of the site. The previously approved Preliminary Plan of Subdivision, 4-01065, and Type I Tree Conservation Plan, TCPI/25/01, clearly identified and protected the wetland area and the associated 25-foot

buffer from grading impacts. All future plans should continue to provide protection to this wetland and associated 25-foot buffer.

Recommended Condition: The wetland area located at the southwestern corner of this property shall be protected from grading disturbances throughout the development process. During the review of all subsequent plans the wetland and the 25-foot buffer shall be shown on all plans and shall be protected by a platted conservation easement.

4. Based on the Environmental Planning Section noise model, transportation-related noise impacts associated with MD 228 extend into this site. The approximate location of the 65 dBA Ldn noise contour is 400 feet from the centerline of MD 228. Residential development proposed within the 65 dBA Ldn noise contour would require noise attenuation measures such as, but not limited to, earthen berms, walls, and/or structural modifications to mitigate the adverse noise impacts.

Recommended Condition: All conceptual site plans, preliminary plans of subdivision, detailed site plans and/or tree conservation plans proposing residential development on this site shall include a Phase I and/or Phase II noise study as appropriate, show the location of the 65 dBA Ldn noise contour (mitigated and unmitigated), and show that all state noise standards have been met for interior areas of residential and residential type uses.

Comment: The Woodland Conservation Threshold for the M-X-T Zone is 15 percent. The wetlands area in the southwestern portion of the site takes up far less than 15 percent of the property. If the property is rezoned to the M-X-T Zone, the 20 percent threshold required for the R-R Zone will become irrelevant, and there do not appear to be any other compelling reasons to require a threshold greater than that required for other M-X-T-zoned properties.

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 recommends to the District Council for Prince George's County, Maryland that the above-noted application be APPROVED, subject to the following conditions:

1. **MD 228 at Manning Road:** Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. Widening of the southbound approach of Manning Road to provide four approach lanes: two left-turn lanes, one through lane, and one right-turn lane.
 - b. Operation of the dual left-turn lanes along the westbound MD 228 approach.
 - c. Modification of the island in the southwest quadrant of the intersection to eliminate the eastbound free right turn along MD 228, and restriping to provide two receiving lanes for the westbound left turns.

- d. Restriping the shoulder of westbound MD 228 to provide an exclusive right-turn lane.
 - e. Elimination of the split-phasing of the MD 228/Manning Road signal.
2. The total combined development of the western portion of the subject property and Pod 2 on CSP-99050 shall not exceed the total development approved for Pod 2 on DCP-99050. The total combined development of the eastern portion of the subject property and Pod 3 on CSP-99050 shall not exceed the total development approved for Pod 3 on CSP-99050
 3. The wetland area located at the southwestern corner of this property shall be protected from grading disturbances throughout the development process. During the review of all subsequent plans the wetland and the 25-foot buffer shall be shown on all plans and shall be protected by a platted conservation easement.
 4. All conceptual site plans, preliminary plans of subdivision, detailed site plans and/or tree conservation plans proposing residential development on this site shall include a Phase I and/or Phase II noise study as appropriate, show the location of the 65 dBA Ldn noise contour (mitigated and unmitigated), and show that all state noise standards have been met for interior areas of residential and residential type uses.
 5. The conceptual site plan shall show the proposed community center in a more prominent location.
 6. At the time of detailed site plan approval, consideration shall be given to doubling the landscaping requirement between land uses in the M-X-T Zone and those on adjacent R-R-zoned land.
 7. At the time of conceptual site plan approval, a 100-foot buffer of existing woodlands shall be retained along the northern boundary of the eastern portion of the subject property to buffer the existing residential use. Prior to the approval of A-9960, the illustrative plan shall be revised to reflect this condition. At the time of detailed site plan approval, buildings and/or walls and parking lots shall be oriented to minimize the impacts of parking areas on the adjoining residential neighborhood.

* * * * *

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 Eley, seconded by Commissioner Hewlett, with Commissioners Eley, Hewlett, Vaughns and Squire voting in favor of the motion, and with Commissioner Harley absent at its regular meeting held on Thursday, December 9, 2004, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 13th day of January 2005.

Trudye Morgan Johnson
Executive Director

By *Frances J. Guertin*
Frances J. Guertin
Planning Board Administrator

TMJ:FJG:CW:rmk

(Revised 8/9/01)

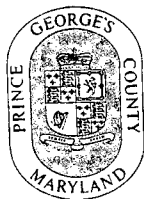
APPROVED AS TO LEGAL SUFFICIENCY.

MAC

M-NCPPC Legal Department

Date

1-5-05



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council
(301) 952-3600

January 19, 2006

DISTRICT COUNCIL PRELIMINARY NOTICE OF CONDITIONAL ZONING APPROVAL

Pursuant to the provisions of Section 27-134 of the Zoning Ordinance of Prince George's County, Maryland, requiring notice of decision of the District Council, a copy of the Zoning Ordinance No. 2 - 2006 granting preliminary conditional zoning approval of A-9960-C Manokeek, is attached.

In compliance with the provisions of Section 27-157(b) of the Zoning Ordinance, the applicant must file a written acceptance or rejection of the land use classification as conditionally approved within ninety (90) days from the date of approval by the District Council. Upon receipt by the Clerk's Office of a written acceptance by the applicant, a final Order will be issued with an effective date for conditional approval shown as the date written acceptance was received by the Clerk's Office.

The failure to accept the conditions in writing within ninety (90) days from the date of approval shall be deemed a rejection. Rejection shall void the Map Amendment and revert the property to its prior zoning classification.

Written approval or rejection of conditions must be received by the Clerk's Office no later than the close of business (5:00 p.m.) on April 10, 2006.

CERTIFICATE OF SERVICE

This is to certify that on January 19, 2006, this notice and attached Order were mailed, postage prepaid, to the attorney/correspondent and applicant(s). Notice of final approval will be sent to all persons of record.

A handwritten signature in cursive script that reads "Redis C. Floyd".

Redis C. Floyd
Clerk of the Council

(5/99)

Case No.: A-9960-C

Applicant: TSC/MUMA Mattawoman
Associates, LP

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL

ZONING ORDINANCE NO. 2 - 2006

AN ORDINANCE to amend the Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, with conditions.

WHEREAS, Application No. A-9960-C was filed for property described as about 12.54 acres of land, located approximately 120 feet north of Berry Road (MD Route 228) and 2,300 feet east of the intersection of Indian Head Highway and MD 228, in Accokeek, to rezone the property from the R-R to the M-X-T Zone; and

WHEREAS, the application was advertised and the property posted prior to public hearing, in accordance with all requirements of law; and

WHEREAS, the application was reviewed by the Technical Staff and the Planning Board, which filed recommendations with the District Council; and

WHEREAS, a public hearing on the application was held before the Zoning Hearing Examiner, who filed a report with recommendations with the District Council; and

WHEREAS, the District Council has determined, after consideration of the entire record, that the subject property should be rezoned to the M-X-T Zone; and

WHEREAS, to protect adjacent properties and the surrounding neighborhood, the rezoning herein is approved with conditions; and

WHEREAS, as the basis for this action, the District Council adopts the report of the Zoning Hearing Examiner as its findings and conclusions in this case, except that the Council has determined that the entire property, and not just 8.57 acres, should be placed in the M-X-T Zone.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. The Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, is hereby amended by rezoning the property which is the subject of Application No. A-9960-C from the R-R Zone to the M-X-T Zone.

SECTION 2. Application A-9960-C is approved subject to the following conditions:

1. Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. Widening of the southbound approach of Manning Road, to provide four approach lanes, two left-turn lanes, one through lane, and one right-turn lane.
 - b. Operation of the dual left-turn lanes along the westbound MD Route 228 approach.

- c. Modification of the island in the southwest quadrant of the intersection, to eliminate the eastbound free right turn along MD Route 228, and restriping to provide two receiving lanes for the westbound left turns.
 - d. Restriping the shoulder of westbound MD 228 to provide an exclusive right-turn lane.
 - e. Elimination of the split-phasing of the MD Route 228/Manning Road signal.
2. The total combined development of the western portion (8.57 acres) of the subject property and Pod 2 on CSP 99050 shall not exceed the total development approval for Pod 2 on CSP 99050.
3. The wetland area located at the southwestern corner of this property shall be protected from grading disturbances, throughout the development process. During the review of all subsequent plans, the wetland and the 25-foot buffer area shall be shown on all plans and shall be protected by a platted conservation easement.
4. All Conceptual Site Plans, Preliminary Plans of Subdivision, Detailed Site Plans, and Tree Conservation Plans proposing residential development on this site shall include a Phase I and Phase II Noise Study, as appropriate, to show the location of the 65 dBA Ldn noise contour (mitigated and unmitigated), and to show that all State noise standards have been met for interior areas of residential and residential-type uses.
5. The Conceptual Site Plan shall show the proposed community center in a more prominent location.
6. The bufferyard required between land uses in the M-X-T Zone and uses on adjoining R-R land shall be doubled.
7. The Woodland Conservation Threshold shall be at 20 percent.

SECTION 3. BE IT FURTHER ENACTED that this Ordinance shall become effective initially on the date of its enactment, and the rezoning approved herein shall become effective when the applicant

accepts in writing the conditions in Section 2.

Enacted this 9th day of January, 2006, for initial approval,
by the following vote:

In Favor: Council Members Dernoga, Bland, Campos, Dean, Exum,
Hendershot, Knotts and Peters

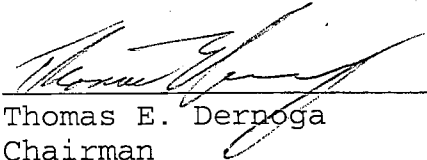
Opposed:

Abstained:

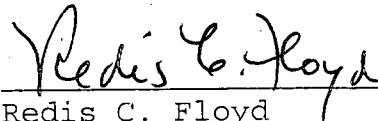
Absent: Council Member Harrington

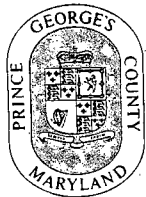
Vote: 8-0

COUNTY COUNCIL OF PRINCE GEORGE'S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON REGIONAL
DISTRICT IN PRINCE GEORGE'S
COUNTY, MARYLAND

BY: 
Thomas E. Dernoga
Chairman

ATTEST:


Redis C. Floyd
Clerk of the Council



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council
(301) 952-3600

April 5, 2006

RE: A-9960-C Manokeek

NOTICE OF FINAL DECISION OF THE DISTRICT COUNCIL

Pursuant to the provisions of Section 27-134 of the Zoning Ordinance of Prince George's County, Maryland requiring notice of decision of the District Council, you will find enclosed herewith a copy of Zoning Ordinance No. 2 - 2006 setting forth the action taken by the District Council in this case on January 9, 2006.

CERTIFICATE OF SERVICE

This is to certify that on April 5, 2006 this notice and attached Council order were mailed, postage prepaid, to all persons of record.

A handwritten signature in cursive script, reading "Redis C. Floyd", is written over a horizontal line.

Redis C. Floyd
Clerk of the Council

(10/97)

Case No.: A-9960-C

Applicant: TSC/MUMA
Mattawoman Associates, LP

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL

FINAL CONDITIONAL ZONING APPROVAL

AN ORDINANCE to incorporate the applicant's acceptance of conditional zoning and to grant final conditional zoning approval.

WHEREAS, the District Council in approving Application No. A-9960-C, to rezone the subject property from R-R to M-X-T, attached conditions to the rezoning; and

WHEREAS, the applicant has duly consented in writing to the Council's conditions; and

WHEREAS, the District Council, having reviewed the application and the administrative record, deems it appropriate to accept the applicant's consent to the conditions and to approve final conditional rezoning.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. Final conditional zoning approval of Application No. A-9960-C is hereby granted. The applicant's written acceptance of the conditions referred to above, at the time of initial conditional zoning approval, is hereby incorporated into this amendment of the Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland.

SECTION 2. Use of the subject property as conditionally reclassified shall be subject to all requirements in the applicable zones and to the requirements in the conditions referred to above. Failure to comply with any stated condition shall constitute a zoning violation and shall be sufficient grounds for the District Council to annul the rezoning approved herein; to revoke use and occupancy permits; to institute appropriate civil or criminal proceedings; or to take any other action deemed necessary to obtain compliance.

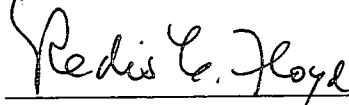
SECTION 3. This Ordinance is effective on April 4, 2006, the date of receipt of the applicant's acceptance of the conditions imposed.

COUNTY COUNCIL OF PRINCE GEORGE'S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON REGIONAL
DISTRICT IN PRINCE GEORGE'S COUNTY,
MARYLAND

BY: 

Thomas E. Dernoga
Chairman

ATTEST:



Redis C. Floyd
Clerk of the Council



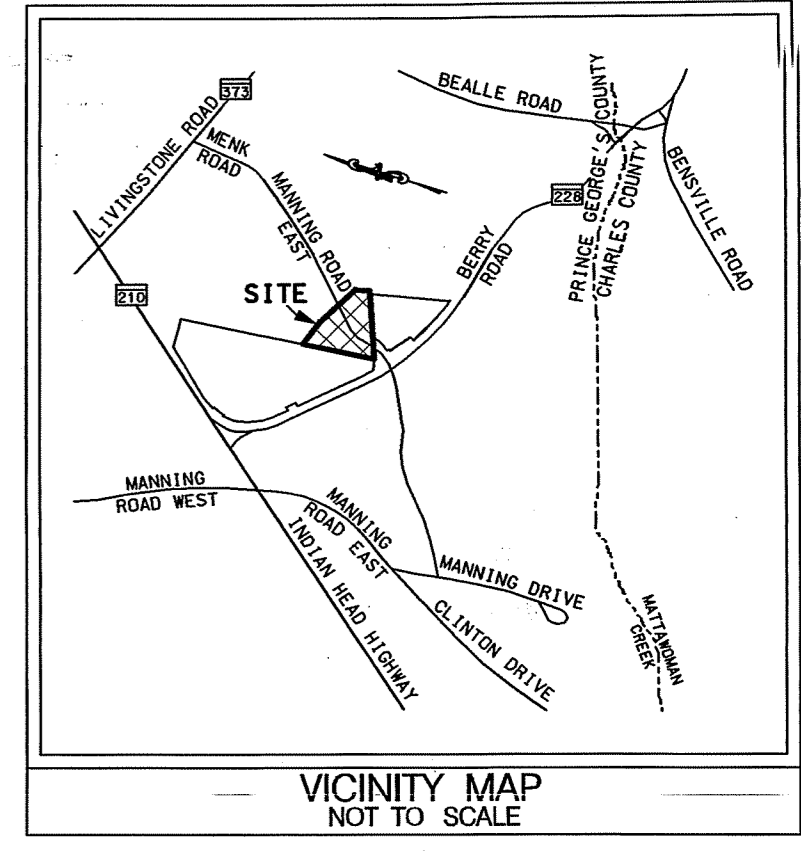
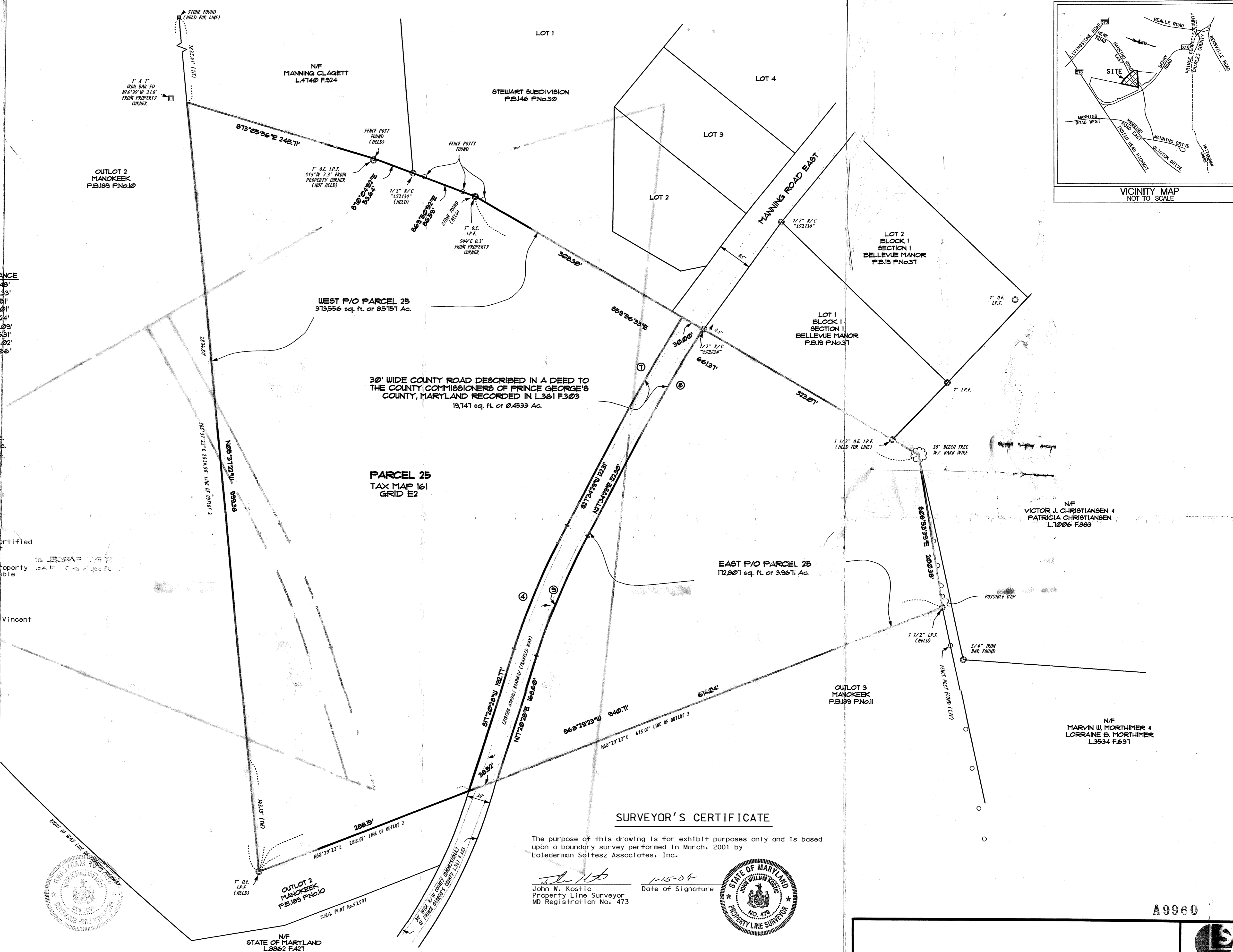
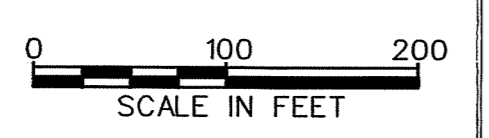
CURVE DATA

NO.	RADIUS	ARC	DELTA	TARGET	BEARING	DISTANCE
1	310.00'	81.71'	16°13'20"	44.18'	S60°57'21"W	87.40'
2	390.00'	63.40'	09°18'51"	31.71'	N64°24'41"E	63.33'
3	310.00'	224.37'	41°28'12"	117.36'	N48°20'01"E	219.51'
4	969.93'	173.24'	10°14'01"	86.25'	S22°21'28"W	173.01'
5	939.93'	95.28'	05°48'29"	47.60'	N24°40'14"E	95.24'
6	390.00'	126.65'	18°36'22"	63.89'	S36°54'06"W	126.09'
7	329.04'	185.34'	03°13'43"	63.89'	N29°11'20"E	185.51'
8	329.04'	184.05'	03°14'08"	62.05'	S29°11'32"W	184.02'
9	939.93'	167.88'	10°14'01"	84.16'	S22°21'28"W	167.66'

**AREA TABULATION
PARCEL 25 GROSS AREA**

WEST P/O PARCEL 25	373,556 sq. ft. or 8,575.1 Ac.
30' WIDE COUNTY ROAD	19,741 sq. ft. or 0.4533 Ac.
EAST P/O PARCEL 25	172,807 sq. ft. or 3,967.1 Ac.
GROSS AREA	566,104 sq. ft. or 12,996.1 Ac.

- NOTES**
- This plat of survey was prepared without the benefit of a certified title report. A title, easement and/or record search was not conducted by the surveyor.
 - The following right of way conveyances affect the subject property but can not be graphically shown due to the lack of a plottable description:
Liber 113 at Folio 115
Liber 622 at Folio 174
Liber 1111 at Folio 216
 - Maryland Department of Assessments and Taxation list Lee D. Vincent as owner of Parcel 25. A deed was not provided.
 - Deeds of conveyance to the S.H.A. were not provided.



SURVEYOR'S CERTIFICATE

The purpose of this drawing is for exhibit purposes only and is based upon a boundary survey performed in March, 2001 by Loiederman Soltesz Associates, Inc.

John W. Kostic
Property Line Surveyor
MD Registration No. 473

1-15-04
Date of Signature

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) FEET, THE CONTRACTOR SHALL CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN. SEE 112-101

A9960

**ZONING EXHIBIT
PARCEL 25
TAX MAP 161 GRID E2**

1 OF 1 SHEET

PROJECT NO. 775-06

Loiederman Soltesz Associates, Inc.

Civil Engineering
Land Planning
Land Surveying
Environmental Sciences

www.loiedermansoltesz.com

4266 Forbes Boulevard
Lanham, Maryland 20706
301-948-7555
301-948-9067

7 North Market Street
Suite No. 300
Frederick, Maryland 21701
301-696-1240
301-831-4865

401 Post Office Road
Suite No. 103
Walders, Maryland 20602
301-870-2166
301-870-2884

12500 Fair Lakes Circle
Suite No. 160
Fairfax, Virginia 22033
703-631-6650
703-631-6652

NO.	REVISIONS	BY	DATE

Page	Grid
Tax Map	Zoning Category:
M-NCPPC 200' Sheet	
WSSC 200' Sheet	

Designed:	Technician:	Checked:
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Case No. SP-99050/01

Applicant: TSC/MUMA Mattawoman

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL

ORDER AFFIRMING PLANNING BOARD DECISION

IT IS HEREBY ORDERED, after review of the administrative record, that the decision of the Planning Board in PGCPB No. 05-228, to approve with conditions a conceptual site plan for a revision to Pod 2, to reduce residential density from 800 dwelling units to 315 dwelling units, to eliminate the retail and office component, and to redesign the layout, for an age-restricted condominium development, on property known as the Signature Club at Manning Village, Manokeek, described as approximately 70.75 acres of land in the M-X-T Zone, in the northeast quadrant of the intersection of Indian Head Highway (MD 210) and Berry Road (MD 228), Accokeek, is hereby:

AFFIRMED, for the reasons stated by the Planning Board, whose decision is hereby adopted as the findings of fact and conclusions of law of the District Council in this case.

Affirmance of the Planning Board's decision is subject to the following conditions:

1. Prior to signature approval, the plans for the project shall be revised and the following items submitted:
 - a. The Type I tree conservation plan shall be revised to:
 - i. Label the M-X-T, R-R and R-A portions of the site on sheet 1 of 5.
 - ii. Type in previous approvals into the approval blocks.
 - iii. Fix the worksheet to indicate no "shortage,"
 - b. The TCPI revised plan shall be signed and dated by the qualified professional who prepared the plan.

- c. Applicant shall submit four revised final copies of the archeological Phase I Survey and Phase II NRHP Evaluation Report that address all comments to the Historic Preservation Planning Section. In order to determine compliance with this condition, the Historic Preservation Planning Section, as designee of the Planning Board, shall determine that the reports are acceptable.
 - d. Subject to approval of the State Highway Administration, a pedestrian crossing of MD 228 shall be included on the plans for the project.
2. A Type II tree conservation plan shall be approved in conjunction with the detailed site plan. As part of this approval, the review shall reevaluate the small tree save areas adjacent to the SMECO easement, reevaluate clearing in the wetland buffer on the north side of the main wetland system just west of the internal street crossing, and evaluate a woodland planting or landscaped connection between the isolated wetlands in the northern open space.
 3. Prior to the issuance of any new permits for Lot 11, TCP/II/116/01 shall be revised to reflect clearing required for the development of Lot 11.
 4. The location and appearance of the required noise attenuation structures shall be reviewed and approved with the detailed site plan and Type II tree conservation plan.
 5. Prior to the issuance of any grading permits that impact wetlands, the applicant shall provide the Environmental Planning Section with copies of the appropriate federal, state and local wetland permits that may be required.
 6. At the time of detailed site plan, special attention shall be given, but shall not be limited to, the following:
 - a. The streetscape treatment of the subject property to include sidewalks, special pavers, interior landscaping at building frontages, lighting, furnishings, and sitting areas.
 - b. The designated focal point areas of the subject property to include human scale, urban design, materials, landscaping/screening, furnishings, and lighting.
 - c. The building materials and architecture.
 - d. Perimeter landscaping/screening of all development pods shall exceed the requirements of Sections 4.3a and 4.2a, of the *Landscape Manual* in terms of width and plant quantities by no less than 100 percent.
 - e. Parking lot interior green proposed for development Pods 1 and 3 shall exceed the requirements of Section 4.3c of the *Landscape Manual* in terms of plant quantities by no less than 25 percent.

- f. Provision of a public amenity to be used by the surrounding community in development Pod 2.
 - g. The maximum height of office structures shall be limited to a maximum of 3-4 stories. The maximum height of residential structures shall be limited to 5-6 stories.
 - h. The proposed signage for the commercial/retail components. A comprehensive design approach is recommended.
 - i. The provision of a gasoline station use on any pad site within the development. The proposed architecture shall be of a high quality and shall be compatible with the surrounding commercial/retail components with respect to materials and articulation.
7. Prior to the approval of the detailed site plan the applicant shall clearly reflect on all appropriate plans the noise attenuation measures which will be utilized to address the adverse noise impacts on this site. If attenuation measures are to include structural components the applicant will be required to submit architectural plans to the Environmental Planning Section which reflect those components.
 8. At the time of detailed site plan, all internal paths/trails indicated on the site plan shall be a minimum of six-feet wide and asphalt. All internal paths/trails within Pod 2 shall be six-feet-wide and an impervious surface unless otherwise restricted in width or material by environmental regulations or agencies.
 9. Appropriate signage and pavement markings should be provided in order to ensure safe pedestrian crossings at the Berry Road and Manning Road intersection.
 10. A Phase II Noise Study shall be prepared for all residential living and use areas located within the 65 dBA noise contour and shall be submitted as part of the detailed site plan submission. The study shall include noise attenuation measures to mitigate the exterior noise levels to 65 dBA or less in outdoor residential use areas and to attenuate interior noise levels for residential living areas to no more than 45 dBA.

Ordered this 10th day of April, 2006, by the following vote:

In Favor: Council Members Dernoga, Campos, Dean, Exum, Harrington, Hendershot, Knotts and Peters

Opposed:

Abstained:

Absent: Council Member Bland

Vote: 8-0

COUNTY COUNCIL OF PRINCE GEORGE'S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON
REGIONAL DISTRICT IN PRINCE GEORGE'S
COUNTY, MARYLAND

By: _____
Thomas E. Dernoga, Chairman

ATTEST:

Redis C. Floyd
Clerk of the Council

Additional Back-up

For

CSP-20001

Addition To Signature Club At

Manning Village

LAW OFFICES
GIBBS AND HALLER
1300 CARAWAY COURT, SUITE 102
LARGO, MARYLAND 20774

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THOMAS H. HALLER
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(301) 306-0033
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June 29, 2021

The Honorable Elizabeth M. Hewlett
Chair
M-NCPPC Prince George's County Planning Board
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

Re: Conceptual Site Plan CSP-20001/Addition to Signature Club

Dear Chair Hewlett:

I represent Signature Land Holdings LLC, the owner and applicant of the property forming the subject matter of the referenced application. This application is scheduled to be heard and decided by the Planning Board on July 1, 2021. The staff has recommended approval of the application. While my client certainly appreciates the recommendation of approval, we do have some proposed revisions to the Conditions which are attached to this correspondence. I would also like to take this opportunity to provide some further explanation for the requested changes.

Condition 1(g)(2)

We have requested that this proposed Condition be deleted. It would require pedestrian circulation along the south side of Caribbean Way. Presumably, this would be accomplished through installation of a sidewalk. We do not think this is feasible or safe. I am enclosing, marked as Exhibit "A", an aerial photograph of the area in question. Attached as Exhibits "B" and "C" are photographs of the existing situation along the south side of Caribbean Way. Exhibit "B" shows a large brick structure which houses equipment for sewer pumps. There is simply no room to install a sidewalk between the edge of the newly installed rolled curb and the pump house. Exhibit "C" shows the existing situation looking west on the south side of Caribbean Way. As you can see, immediately west of the pump house is a newly constructed dwelling as landscaping. Attached as Exhibit "D" is a photograph of the north side of Caribbean Way immediately across from the property. A sidewalk has been installed along the north side of Caribbean

Way. There are locations to cross Caribbean Way to get to the north side of that roadway. This is more than sufficient for pedestrian circulation. Simply put, there is no room to install a continuous sidewalk along the south side of Caribbean Way and it serves no needed purpose.

Condition 1(g)(4)

We have proposed that this Condition also be deleted. This Condition proposes to require pedestrian circulation along the west side of Manning Road, south of Caribbean Way. This area is shown on Exhibit "A". This is shown depicted on Exhibit "E" attached hereto. The sidewalk terminates just before a newly installed and existing stormdrain culvert as well as existing stormwater management devices which are also located Manning Road. These are shown depicted in Exhibit "F" attached hereto. Simply put, there is no way to install a continuous sidewalk through the stormwater culvert and devices. It would make no sense to have a sidewalk installed up to the stormdrain culvert and then require pedestrians to leave the sidewalk and walk through or around a stormdrain culvert.

Condition 1(g)(6)

This Condition would require shared land markings. We have no objection to the Condition provided the markings are approved by DPIE. Language to that effect has been added.

Condition 1(g)(7)

We are proposing to move this Condition to become part of Condition 3. It is more appropriate that this information be shown at the time of Detailed Site Plan as opposed to Conceptual Site Plan.

Condition 2(a)(2)

We are proposing to move this Condition to become part of Condition 3 as it is more appropriate to address this issue at the time of Detailed Site Plan.

Condition 2(b)

We are proposing to move this Condition to become part of Condition 3 as it is more appropriate to be addressed at the time of Detailed Site Plan.

Condition 3(b)

We are proposing to delete this Condition. It would require the live/work units to front on Caribbean Way. This Condition is

Honorable Elizabeth M. Hewlett
June 29, 2021
Page 3

a matter of interpretation. As can be seen from the illustrative plan filed with the application, the live/work units are proposed to be oriented so as to front toward the intersection of Caribbean Way and Manning Road. In the applicant's opinion, this is the most appropriate location for the units. Reorienting these four units to front directly on Caribbean Way would place them conflict with the sewer pump house shown on Exhibit "B". There is no need to place the units contiguous to the pump house and in the applicant's opinion, to do so would create an unnecessarily uncomfortable situation for residents and business visitors to those units.

Condition 3(d)

This Condition addresses dust and noise generation during construction. The wording relating to dust would require the applicant to ensure that no dust whatsoever can cross a property line. This is obviously impossible. The wording relating to noise would require that no construction noise be allowed to "adversely impact activities on adjacent properties". Once again, this is a subjective standard which cannot be objectively interpreted or enforced. The applicant is proposing slightly re-wording the Conditions to have them relate to objective standards in Code provisions.


Condition 3(d) and 3(e)

These are simply conditions 2(a) and 2(b) which have been relocated as referenced above.

Thank you for your consideration of these requested revisions. I will be present at the Planning Board hearing on July 1st to provide further clarification and explanation.

Very truly yours,

GIBBS AND HALLER



Edward C. Gibbs, Jr.

Enclosures

cc: Henry Zhang

S:\Caruso\SIGNATURE CLUB\Hewlett.wpd

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE Conceptual Site Plan CSP-20001 and Type 1 Tree Conservation Plan TCP1-009-2021 for Addition to Signature Club at Manning Village, subject to the following conditions:

1. Prior to certification of the conceptual site plan (CSP), the following revisions shall be made, or information shall be provided:
 - a. Remove the dimensional information, such as lot size, for the single-family attached units from the plans.
 - b. Provide a general note on the plan stating the Prince George's County District Council Order that approves the zoning map amendment for this site.
 - c. Provide the existing gross floor area on the plan.
 - d. Revise the CSP and other exhibits to conceptually indicate the location of the proposed live/work units.
 - e. Revise the General Notes 8 and 10 to list the live/work units and the proposed office square footage.
 - f. Clearly show and label the unmitigated 65 dBA Ldn line on the CSP.
 - g. Revise the CSP and the pedestrian circulation exhibit to provide the following:
 - (1) Conceptual pedestrian access between the two portions of the site, specifically along Caribbean Way, at the location where vehicular access between the two portions of the site is provided, subject to written concurrence and approval by DPIE.
 - ~~(2) Conceptual pedestrian circulation along the south side of Caribbean Way.~~
 - ~~(3)~~(2) Sidewalks shown on both sides of the "Typical Private Street" cross section.
 - ~~(3) Conceptual pedestrian circulation routes along the west side of Manning Road, south of Caribbean Way.~~
 - ~~(5)~~(3) Conceptual bicycle access into the site.
 - ~~(6)~~(4) Shared-lane markings (sharrows) along the subject property's frontage of Manning Road East, ~~subject to written concurrence and approval by DPIE.~~
 - ~~(7) Shared roadway bicycle facilities on the street cross section for Manning Road East.~~ [See Condition 3].

2. Prior to acceptance of a preliminary plan of subdivision, the applicant shall:

a. Provide a pedestrian and bicycle transportation exhibit that illustrates:

~~(1)~~ Sidewalks on both sides of all streets, public or private, excluding alleyways.

~~(2)~~ Bicycle accommodations into and throughout the subject site. See Condition 3.

3. At the time of detailed site plan, the applicant shall:

a. Submit a list of sustainable site and green building techniques that will be used in this development.

~~b.~~ Locate the four live/work units in the southern section by fronting the units on Caribbean Way.

b. Provide a centrally located recreational open space with facilities for young children in the northern section.

d c. Add the following site plan notes:

~~“During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to exercise best efforts to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.~~

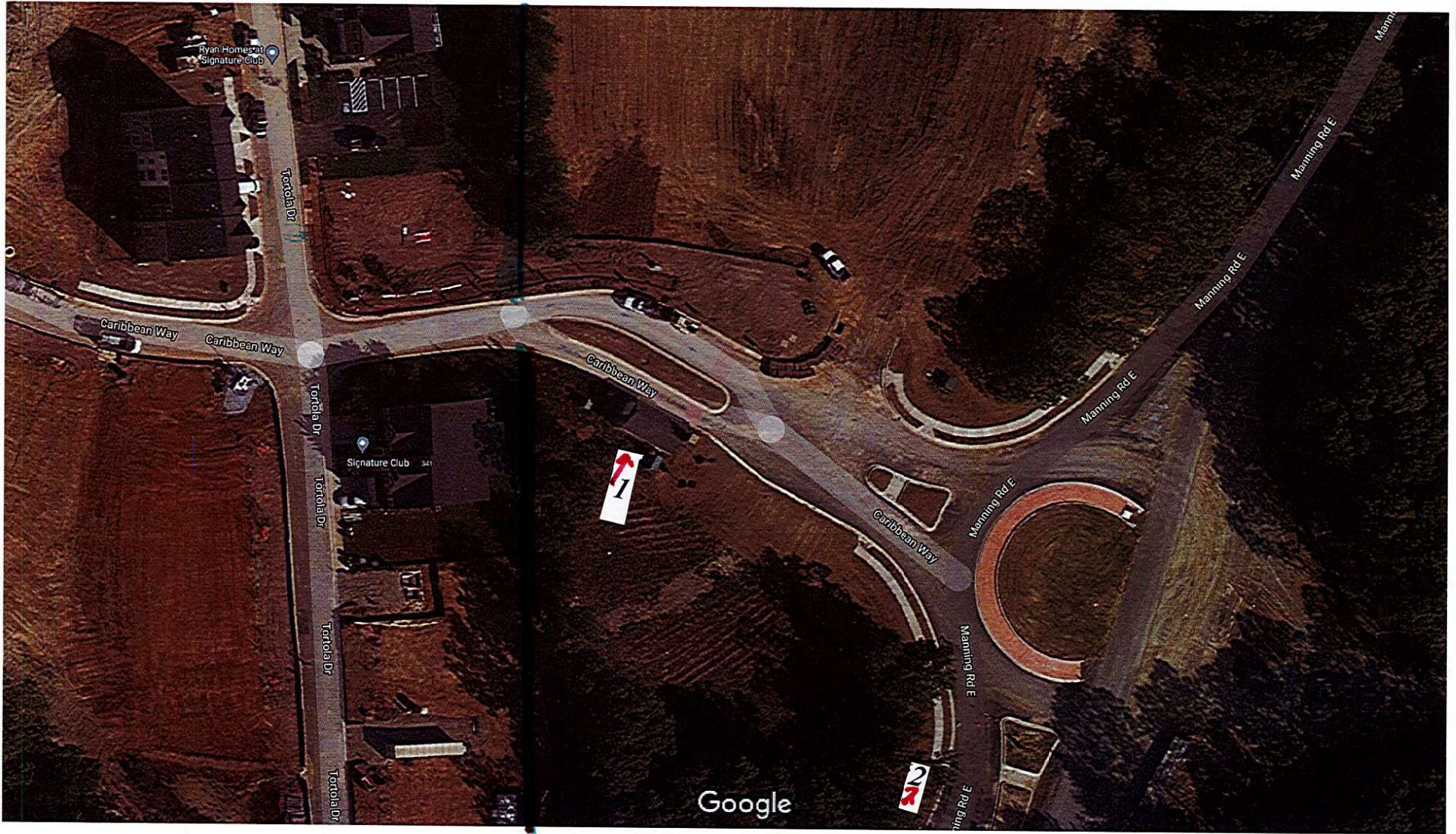
~~“During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to exercise best efforts to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George’s County Code.”~~

d. Provide an exhibit that shows:

1. Shared-roadway bicycle facilities on the street cross section for Manning Road East, subject to written concurrence and approval by DPIE.

2. Bicycle accommodation into and throughout the subject site.

e. Provide preliminary details of a proposed community center as part of a private recreational facility package, or provide written evidence that Condition 5 from Zoning Map Amendment A-9960-C requiring one has been removed or revised.



Imagery ©2021 Commonwealth of Virginia, U.S. Geological Survey, Map data ©2021 20 ft









