



The Maryland-National Capital Park and Planning Commission

**PRINCE GEORGE'S COUNTY**  
**Planning Department**

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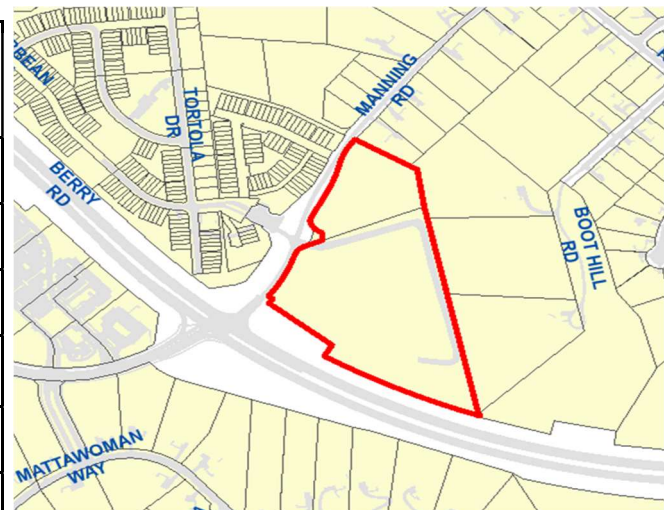
Note: Staff reports can be accessed at <https://www.mncppc.org/883/Watch-Meetings>

# Conceptual Site Plan Signature Club East

**CSP-23002**

REQUEST	STAFF RECOMMENDATION
Development of up to 300 multifamily dwelling units and 12,600 square feet of commercial/retail space.	<p>With the conditions recommended herein:</p> <ul style="list-style-type: none"> <li>• APPROVAL of Conceptual Site Plan CSP-23002</li> <li>• APPROVAL of Type 1 Tree Conservation Plan TCP1-052-97-03</li> <li>• APPROVAL of a Variance to Section 25-122(b)(1)(G)</li> </ul>

<b>Location:</b> In the northeast quadrant of the intersection of MD 228 (Berry Road) and Manning Road East.	
Gross Acreage:	16.90
Zone:	RMF-48
Prior Zone:	M-X-T
Reviewed per prior Zoning Ordinance:	Section 27-1900
Dwelling Units:	300
Gross Floor Area:	337,600 sq. ft.
Planning Area:	84
Council District:	09
Municipality:	None
<b>Applicant/Address:</b> WP East Acquisitions, L.L.C. 11 North Washington, Suite 320 Rockville, MD 20850	
<b>Staff Reviewer:</b> Te-Sheng (Emery) Huang <b>Phone Number:</b> 301-952-4534 <b>Email:</b> Tesheng.Huang@ppd.mncppc.org	



Planning Board Date:	07/10/2025
Planning Board Action Limit:	Indefinite
Staff Report Date:	06/26/2025
Date Accepted:	02/26/2024
Informational Mailing:	11/14/2023
Acceptance Mailing:	01/05/2024
Sign Posting Deadline:	06/10/2025

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/](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-23002  
                  Type 1 Tree Conservation Plan TCP1-052-97-03  
                  Variance to Section 25-122(b)(1)(G)  
                  Signature Club East

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

**EVALUATION**

The subject property is within the Residential, Multifamily-48 (RMF-48) Zone. However, this application is being reviewed and evaluated in accordance with the Prince George's County Zoning Ordinance effective prior to April 1, 2022 (prior Zoning Ordinance). Pursuant to Section 27-1900 *et. seq.* of the Zoning Ordinance, until April 1, 2025, for property in the RMF-48 Zone, an applicant may elect to apply for a conceptual site plan (CSP) pursuant to the requirements of the prior Zoning Ordinance. The subject CSP was accepted for review prior to April 1, 2025, and therefore, qualifies for review under the prior Zoning Ordinance. The applicant has elected to have this application reviewed under the provisions of the prior Zoning Ordinance, and the property's prior Mixed Use-Transportation Oriented (M-X-T) zoning. Pursuant to Section 27-276(c)(2) of the prior Zoning Ordinance, on March 26, 2024, the applicant provided a letter to waive the 70-day review requirements. Staff considered the following in reviewing this CSP:

- a.       Zoning Map Amendments A-9960-C and A-9960-C-01;
- b.       The prior Prince George's County Zoning Ordinance Mixed Use-Transportation Oriented (M-X-T) Zone standards and site design guidelines.
- c.       Conceptual Site Plans CSP-99050 and CSP-99050-01;
- d.       The Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- e.       Referral comments; and
- f.       Community feedback.

## FINDINGS

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

- 1. Request:** This conceptual site plan (CSP) requests development of up to 300 multifamily dwelling units and 12,600 square feet of commercial/retail space.
- 2. Development Data Summary:**

	EXISTING	EVALUATED
Zone(s)	RMF-48	M-X-T
Use(s)	Vacant	Commercial and Multifamily Residential
Gross Acreage	16.90	16.90
Net Tract Acreage	16.85	16.85
Lot	1 (Lot 12)*	4
Outparcel	1 (Outparcel B)	0
Total Gross Floor Area (sq. ft.)	0	Up to 337,600 sq. ft.
Commercial Gross Floor Area	0	Up to 12,600 sq. ft.
Multifamily dwelling units	0	Up to 300

**Note:** \* Lot 12 of the subject property is designated as Pod 3 in CSP-99050, part of the overall Manokeek and Signature Club at Manning Village developments.

### Floor Area Ratio (FAR) in the Mixed Use-Transportation Oriented (M-X-T) Zone

Base Density Allowed:	0.40 FAR
Residential Optional Method:	1.00 FAR*
Total FAR Permitted:	1.40
Total FAR Proposed:	0.46**

**Notes:** \*Pursuant to Section 27-545(a)(1) of the prior Prince George's County Zoning Ordinance, "[u]nder the optional method of development, greater densities shall be granted, in increments of up to a maximum floor area ratio of 8.0, for each of the uses, improvements, and amenities (listed in Subsection (b)), which are provided by the developer and are available for public use." Section 27-545(b)(4) of the prior Zoning Ordinance states that "an additional gross floor area equal to a FAR of 1.0 shall be permitted where 20 or more dwelling units are provided."

\*\*The total proposed gross floor area of the proposed development is 337,600 square feet, which results in a total FAR of approximately 0.46.

3. **Location:** The subject property is located on Tax Map 161 in Grid E-2. Geographically, the site is located in the northeast quadrant of the intersection of MD 228 (Berry Road) and Manning Road East.
4. **Surrounding Uses:** To the west, the subject property is bound by Manning Road East, and by a development of 76 townhouse units called Addition to Signature Club at Manning Village, in the RMF-48 (formerly M-X-T) Zone. To the north and northeast of the property are single-family detached homes in the Residential, Rural (formerly Rural Residential (R-R)) Zone. To the south, the property is bound by MD 228 and beyond by single-family detached homes in the Agricultural-Residential (formerly Residential-Agricultural) Zone.
5. **Previous Approvals:** The subject property consists of Lot 12 and Outparcel B. Lot 12 was originally part of a property comprising approximately 97 acres, which was rezoned from the Employment and Institutional Area (E-I-A) Zone to the M-X-T Zone, pursuant to the 1993 *Subregion 5 Master Plan and Sectional Map Amendment* (1993 Master Plan). Outparcel B was part of a larger property known as Parcel 25, which consisted of approximately 12.99 acres on both the east and west sides of Manning Road.

CSP-99050 was approved by the Prince George's County Planning Board on July 27, 2000 (PGCPB Resolution No. 00-142), consisting of three development areas (Pods 1, 2 and 3). Pod 3 consists of what is now Lot 12 and was approved for a total of 157,500 square feet of commercial space, including 10,000 square feet of office space. The subject CSP which covers Lot 12 and Outparcel B, if approved, will supersede CSP-99050 for the area of Lot 12. Pursuant to Section 27-1704(a) of the current Zoning Ordinance, approvals for a CSP, special permit, comprehensive sketch plan, or comprehensive design plan may not be amended to increase the land area subject to such approval. Therefore, the subject CSP application was filed and reviewed as a new CSP because the applicant is adding a 3.7-acre parcel (Outparcel B) to the Pod 3 development.

CSP-99050-01 was approved by the Planning Board on November 3, 2005 (PGCPB Resolution No. 05-228), for the revision to the layout and unit-mix for Pod 2. This CSP amendment did not impact Pod 3, which was depicted as Lot 12.

Preliminary Plan of Subdivision (PPS) 4-01064 was approved by the Planning Board on February 7, 2002 (PGCPB Resolution No. 02-08), and the property platted subsequent to this approved PPS was recorded in the Prince George's County Land Records, in Plat Book REP 205-46. This PPS consists of Lot 12 and Outparcel B, which were zoned M-X-T and R-R, respectively. Under PPS 4-01064, Lot 12 was approved for 157,000 square feet of mixed retail/office space with a trip cap of 147 AM and 524 PM peak hours. No development was approved in Outparcel B. However, the entire property will require a new PPS following approval of the CSP, to further subdivide the property into four lots, and to develop Outparcel B.

Zoning Map Amendment A-9960-C was approved by the Prince George's County District Council on January 9, 2006 (Zoning Ordinance No. 2-2006), to rezone the property of approximately 12.54 acres located on both sides of Manning Road East, which includes Outparcel B, from the R-R Zone to the M-X-T Zone. Lot 12, however, is not subject to A-9960-C.

The 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* (2013 Master Plan) retained the applicable zoning of Outparcel B and Lot 12.

A-9960-C-01 was approved by the District Council on February 24, 2022 (Zoning Ordinance No. 3-2022), to amend A-9960-C for deleting Condition 5, "The Conceptual Site Plan shall show the proposed community center in a more prominent location".

Detailed Site Plan DSP-04063 was approved by the Planning Board on December 22, 2005 (PGCPB Resolution No. 05-250), for development of age-restricted (ages 55 and older) dwelling units in the M-X-T Zone, on Lot 11, and shows Lot 12 to remain vacant for future commercial/retail development. On April 10, 2006, the District Council affirmed the Planning Board's approval of DSP-04063, with three conditions. Subsequently, three Planning Director level revisions were approved (two for the addition of architectural model types, and one to replace the sound wall along MD 210 (Indian Head Highway) and MD 228, for part of the frontage of Lot 11).

DSP-04063-04, which superseded the original approval of DSP-04063, was approved by the Planning Board on December 7, 2017 (PGCPB Resolution No. 17-153(C)), for development of 95 single-family detached and 218 single-family attached residential units on Lot 11, and shows Lot 12 to remain vacant for future development. Subsequently, three Planning Director level revisions were approved (two for the addition of architectural model types, and one for revision to the clubhouse, recreational facilities, and relocation of the entrance feature to the community). Lot 12 of the subject CSP was included in DSP-04063 and subsequent amendment applications, but was never approved for development. A new DSP for the subject property, consisting of Lot 12 and Outparcel B, will supersede the development of Lot 12 under DSP-04063 and its subsequent amendment applications.

6. **Design Features:** The subject property is currently vacant, with tree coverage. The site is accessed from the existing traffic circle at the intersection of Caribbean Way and Manning Road East. The applicant proposes a mixed-use development with up to 300 multifamily dwelling units and up to 12,600 square feet of commercial/retail uses, which will be constructed in eight multifamily buildings and three commercial pad sites. The proposed eight multifamily dwelling buildings will be located in the northern portion of the property, while the three commercial pad sites will be located in the southern portion of the property. The eight multifamily buildings will be three to five stories and include approximately 24 to 48 dwelling units in each.



**Figure 1: Conceptual Site Plan**

## **COMPLIANCE WITH EVALUATION CRITERIA**

7. **Zoning Map Amendment A-9960-C and subsequent amendments:** A-9960-C, which rezoned Outparcel B from the R-R Zone to the M-X-T Zone, was approved by the District Council on January 9, 2006, in accordance with Zoning Ordinance 2-2006, subject to seven conditions. A-9960-C-01 was approved by the District Council on February 24, 2022, to eliminate Condition 5 from A-9960-C (Zoning Ordinance No. 3-2022). The conditions of A-9960-01-C relevant to the review of this CSP are listed below, in **bold** text. Staff's analysis of the project's conformance to the conditions follows each one, in plain text:
  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 227 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.**

One page 28 of the statement of justification (SOJ), the applicant noted that various permits for the overall Manokeek and Signature Club at Manning Village developments were issued. Thus, this condition was satisfied. Staff use PGAtlas and satellite images to verify and conclude that the above-mentioned roadway improvements have been constructed.

- 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.**

This condition is not applicable to the subject CSP since Outparcel B is not located in the western portion of CSP-99050, and was not part of Pod 2. In addition, Lot 12 is not subject to 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 are located in the southwestern corner of the adjacent Signature Club East development, and are not within the subject CSP application area. This wetland system is shown on Type 1 Tree Conservation Plan TCP1-009-2021.

- 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 and residential type uses.**

Phase I and Phase II noise studies were completed with prior approved plans for the Signature Club development. The location of the 65 dBA Ldn noise contour is labelled on the submitted CSP and tree conservation plan, in accordance with the record plat in Plat Book REP 205-46. This noise contour transverses the southern portion of the property, where the three future commercial pad sites are located. The proposed multifamily buildings are located in the northern portion of the property and are outside the 65 dBA Ldn noise contour, as shown on the submitted CSP, which will not be affected by noise exceeding 65 dBA. Therefore, no new noise study was deemed appropriate with this CSP. A noise study may be required with future development applications as final building locations are determined, in

accordance with the above condition, as required by Section 27-213(c) of the prior Zoning Ordinance.

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

This condition is applicable to the multifamily portion of the proposed development on Outparcel B, and a 40-foot-wide bufferyard is shown on the submitted CSP, in conformance with this requirement.

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

Although Lot 12 is not subject to A-9960-C, the submitted TCP1-052-97-03 for Lot 12 and Outparcel B shows the overall Manokeek and Signature Club developments (343.65 acres) woodland conservation threshold is provided at 35.64 percent. The woodland conservation worksheet appears to calculate the requirement for Outparcel B based on a 15 percent threshold for the M-X-T Zone. Therefore, a condition is recommended herein requiring the applicant to update the worksheet to show that the Outparcel B threshold requirement is 20 percent, in conformance with this condition.

**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 plan design guidelines of the prior Zoning Ordinance.

- a. The subject CSP is in conformance with the requirements of Section 27-547, Uses Permitted, of the prior Zoning Ordinance, which governs permitted uses in the M-X-T Zone. The applicant proposes a mixed-use development of 300 multifamily dwelling units (up to 325,000 square feet) and up to 12,600 square feet of commercial/retail uses. Both multifamily residential and commercial uses are permitted in the M-X-T Zone.

Section 27-547(d) of the prior Zoning Ordinance requires at least two out of the following three categories of uses be present in every development in the M-X-T Zone:

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

The subject CSP proposes two types of uses, including a commercial/retail space of 12,600 square feet and 300 multifamily dwelling units, in conformance with Section 27-547(d). Per Footnote 7, which is applicable to the "Dwellings, all types" use in the Table of Uses, the maximum number and type of dwelling units shall be determined at the time of CSP approval. Therefore, development of this property will be limited to 300 multifamily dwelling units, as proposed in this CSP.



- b. Section 27-548 of the prior Zoning Ordinance, M-X-T Zone Regulations, establishes additional standards for 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; and**

**(2) With the use of the optional method of development—8.0 FAR.**

A floor area ratio (FAR) of 0.46 is proposed in this CSP. However, this project can be developed up to the maximum allowed 1.40 FAR, in accordance with Section 27-545(b)(4), Optional Method of Development, which allows an additional FAR of 1.0 on top of the base 0.4 FAR to be permitted, where 20 or more dwelling units are proposed. In this CSP, up to 300 multifamily dwelling units are proposed and the proposed FAR is in conformance with the maximum allowance.

**(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 a mix of uses, including commercial and residential uses, in more than one building and 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 2010 *Prince George's County Landscape Manual* (Landscape Manual). The applicant has submitted a conceptual and illustrative landscape plan that meets 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 development, up to 337,600 square feet on the 16.9-acre property, is 0.46. This will be reviewed further at the time of DSP, once the final proposed gross floor area of the buildings is proposed, 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 proposed in public rights-of-way, as part of this development. Therefore, this requirement is not applicable to the subject CSP.

- (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.**

The subject property has frontage on and direct vehicular access to Manning Road East, which is a public right-of-way. Final access locations and any rights-of-way will be determined with the required PPS.

- (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 ( $45^\circ$ ). 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.

This requirement is not applicable to this CSP because it does not include any townhouses.

- (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.

The proposed eight multifamily buildings will be three to five stories, with a maximum height of 65 feet, in conformance with this requirement.

- (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).**

Both Outparcel B and Lot 12 were retained in the M-X-T Zone in the 2013 Master Plan, for which a comprehensive land use planning study was not conducted by technical staff prior to its initiation. Therefore, this is not applicable to the subject CSP.

- c. The subject application has been reviewed for conformance with the requirements of Section 27-546(d) of the prior 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, as stated in Section 27-542 of the prior Zoning Ordinance, as follows:

**Section 27-542. Purposes.**

- (1) **To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers 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 CSP promotes the orderly development of land through a proposed mixed-use development that is located less than one half mile from the major intersection of MD 210 and MD 228. The

development will contribute to a desirable living opportunity for County citizens.

- (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 of residential, commercial, recreational, open space, employment, and institutional uses;**

The 2013 Master Plan recommends Mixed Use land use on the subject property (page 32). The subject property is situated in the Accokeek Area, and across from the Manokeek Shopping Center. The proposal to develop the property with up to 300 multifamily dwelling units and up to 12,600 square feet of commercial/retail space, encourages a horizontal mix of uses. In addition, the CSP provides a conceptual layout of the proposed buildings and pedestrian and vehicular circulation within the development. The application proposes vehicle and pedestrian connection internally and between the subject property and the western Signature Club Subdivision, which is shown on the CSP. The proposal conforms to the vision of the 2013 Master Plan and provides a mixed use, walkable community.

- (3) **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 subject CSP application takes full advantage of the development potential inherent in the M-X-T Zone by proposing a mixed-use development, with multifamily dwelling units and commercial/retail pad sites. In addition, the development is in the proximity of the intersection of MD 210 and MD 228, the Manokeek Shopping Center, and single-family detached and attached homes within the adjacent development of Signature Club at Manning Village.

- (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;**

The subject CSP seeks to create compact, mixed-use, walkable communities enhanced by a mix of residential, commercial/retail, and open spaces uses on the site. The subject development will further the completion of the overall Signature Club development, which consists of the Manokeek Shopping Center in Pod 1, and single-family detached and attached homes in Pod 2. Particularly, the proposed commercial development connected to and within walking distance of the 300 multifamily dwelling units will support the reduction of auto use. However, the submitted CSP does not include

the location of potential bus stops, bike share stations, or other infrastructures to show that the subject development will promote optimum and effective use of transit, which is conditioned herein.

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

The Manokeek Shopping Center is located to the southwest of the subject property. Future residents of the multifamily buildings and future employees of the commercial/retail buildings in the pad sites are anticipated to patronize the shopping center, both during and after the workday, which will support a vibrant 24-hour environment.

- (6) To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;**

The CSP proposes a horizontal mix of land uses within several buildings. The proposed uses will blend with nearby existing commercial and residential components, which are developed within the overall Manokeek and Signature Club at Manning Village developments. Given that the subject site is a corner lot, the applicant strategically places commercial development in the southern portion of the site fronting MD 228, and locates the residential development in the back of property, in order to transition to the residential homes located to the north of the property. Therefore, staff are not recommending a vertical mix of land use for the subject development.

- (7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**

This will be further evaluated at the time of DSP, when more information and details are available.

- (8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;**

This will be further evaluated at the time of PPS and DSP, when the adequacy of public facilities is evaluated and more information and details of the proposed development are available.

- (9) To permit a flexible response to the market and promote economic vitality and investment; and**

The M-X-T Zone is one of the mixed-use zones that was created to allow flexibility to respond to the changing market. The proposed multifamily dwelling units and three commercial/retail pad sites will not only bring new residents but also promote economic vitality and additional investment to the area.

**(10) 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.**

When architectural elevations and details are available at the time of DSP, architectural design for this development will be further evaluated.

**(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 or include a major employment use or center which is consistent with the economic development strategies of the Sector Plan or General Plan;**

This is not applicable to the subject CSP because both Lot 12 and Outparcel B were rezoned to the M-X-T Zone before October 1, 2006.

**(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;**

Both residential and commercial/retail uses within the subject development will be oriented outward and physically and visually integrated with existing adjacent development with building materials, architectural design, and signage. At the time of DSP, the applicant must provide details to address and evaluate the relationship between the proposed development and the streets and other urban design considerations.

**(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 within the area, specifically, residential houses on the Signature Club property, which are being constructed, and residential houses approved with the Addition to Signature Club development located across Manning Road East. The multifamily dwelling units and commercial/retail spaces within the subject development will offer additional housing options and opportunities for existing and future residents to patronize locally.



- (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;**

The subject CSP consists of residential and commercial/retail uses in a horizontal mix. The development proposed in this CSP reflects a cohesive development capable of sustaining an independent environment of continuing quality and stability. In particular, the proposed residential and commercial/retail uses will enhance the existing development by providing an influx of new residents who seek different housing options and employees to support existing businesses. The proposed uses support one another and provide additional services to the area. The specifics of the arrangement and design of the buildings will be further examined, at the time of DSP.

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

This requirement is not applicable because the subject development is proposed to be constructed in a single phase, as indicated on page 22 of the SOJ. If the development is ultimately staged, each building phase must be designed as a self-sufficient entity, while allowing for effective integration of subsequent phases.

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

The circulation plan submitted with this CSP shows proposed pedestrian circulation within the subject site, supporting safe pedestrian access to the proposed buildings on-site and to the off-site sidewalks. The submitted plan also shows one vehicle access point at the existing traffic circle at the intersection of Caribbean Way and Manning Road East. Staff find the conceptual circulation to be sufficient and meets the required findings per Section 27-546(b)(7) of the prior Zoning Ordinance, which examines “physical and functional relationship of the project uses and components” within the M-X-T Zone. However, this requirement will be evaluated in detail, at the time of PPS and DSP.

- (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 open space and other on-site amenities, 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 consists of Lot 12 and Outparcel B. Lot 12 was rezoned to the M-X-T Zone pursuant to a sectional map amendment, with the 1993 Master Plan. Outparcel B was rezoned from the R-R Zone to the M-X-T Zone with approval of A-9960-C, which is not applicable to this regulation.

A full traffic impact study, dated May 23, 2025, was submitted with the subject CSP application. The traffic study was referred to the Prince George's County Department of Public Works and Transportation and the Prince George's County Department of Permitting, Inspections and Enforcement (DPiE), as well as the Maryland State Highway Administration.

The subject property is located within Transportation Service Area 2, as defined in the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035). As such, the subject property is evaluated according to the following standards:

#### **Links and Signalized Intersections**

Level-of-Service D, with signalized intersections operating at a critical lane volume of 1,450 or better.

#### **Unsignalized Intersections**

For two-way stop-controlled intersections, a three-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the critical lane volume is computed.

For all-way stop-controlled intersections a two-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the critical lane volume is computed.

The table below summarizes trip generation for each peak period that will be used in reviewing site traffic generated impacts and developing a trip cap for the site.

<b>Trip Generation Summary: CSP-23002 Signature Club East</b>								
			<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
<b>Land Use</b>	<b>Quantity</b>	<b>Metric</b>	<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
Garden/Mid-Rise Apartments (PGC rates)	300	units	31	125	156	117	63	180
Fast Food Restaurant w/ Drive Thru (ITE-934)	12,600	Square feet	285	276	561	216	201	417
<i>Primary Trips w/ Internal Capture for Pad Sites from Apartments: 10%</i>			(29)	(28)	(57)	(22)	(20)	(42)
<i>Pass-by 50% AM and 55% PM</i>			(129)	(126)	(252)	(99)	(90)	(189)
<b>Trip Cap Recommendation</b>			<b>408</b>			<b>366</b>		

The traffic generated by the proposed application will impact the following intersections in the transportation system:

- MD 210 and MD 373 (signalized)
- MD 373 and Dusty Lane (unsignalized)
- MD 373 and Menk Road (unsignalized)
- MD 210 and MD 228 (signalized)
- MD 228 and Manning Road (signalized)
- Manning Road and Caribbean Way (unsignalized)
- Manning Road and Site Access (right-in/right-out) (unsignalized)
- Manning Road and Site Access (unsignalized)

The critical intersections identified above, when analyzed with existing traffic and existing lane configurations, operate as follows:

<b>EXISTING TRAFFIC CONDITIONS</b>				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 210 & MD 373 (signalized)	1163	1481	C	E
MD 373 & Dusty Lane (unsignalized)*	11.9 sec	17.1 sec	Pass	Pass
MD 373 & Menk Road (unsignalized)*	10.3 sec	13.5 sec	Pass	Pass

<b>EXISTING TRAFFIC CONDITIONS</b>				
MD 210 & MD 228 (signalized)	880	1286	A	C
MD 228 & Manning Road (signalized)	1031	1227	B	C
Manning Road & Caribbean Way (unsignalized) v/c ratio (SIDRA)	.06	.055	Pass	Pass
Manning Road & Site Access (right-in/right-out) (unsignalized)*	---	---	---	---
Manning Road & Site Access (unsignalized)*	---	---	---	---
*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, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

The traffic impact study identified two background developments whose impact would affect study intersections. In addition, an annual growth of one percent over six years was applied to through movements along MD 210 and MD 228. In addition, the one percent growth was applied to all movements at MD 210 and MD 228. The analysis revealed the following results:

<b>BACKGROUND TRAFFIC CONDITIONS</b>				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 210 & MD 373 (signalized)	1242	1608	C	F
MD 373 & Dusty Lane (unsignalized)*	12.1 sec	19.3	Pass	Pass
MD 373 & Menk Road (unsignalized)*	10.4 sec	14.7	Pass	Pass
MD 210 & MD 228 (signalized)	969	1440	A	D
MD 228 & Manning Road (signalized)	1164	1332	C	D
Manning Road & Caribbean Way (unsignalized) v/c ratio (SIDRA)	.140	.284	Pass	Pass
Manning Road & Site Access (right-in/right-out) (unsignalized)*	---	---	---	---
Manning Road & Site Access (unsignalized)*	---	---	---	---
*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, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

The study intersections, when analyzed with total developed future traffic, operate as shown below.

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 210 & MD 373 (signalized)	1258	1592	C	E
MD 373 & Dusty Lane (unsignalized)*	12.3 sec	17.9 sec	Pass	Pass
MD 373 & Menk Road (unsignalized)*	10.7 sec	14.5 sec	Pass	Pass
MD 210 & MD 228 (signalized)	964	1420	A	D
MD 228 & Manning Road (signalized)	1172	1315	C	D
Manning Road & Caribbean Way (unsignalized) v/c ratio (SIDRA)	.254	.209	Pass	Pass
Manning Road & Site Access (right- in/right-out) (unsignalized)*	9.5 sec	10.1 sec	Pass	Pass
Manning Road & Site Access (unsignalized)*	9.4 sec	9.4 sec	Pass	Pass
*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, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

As shown in the analysis, the intersection of MD 210 and MD 373 does not meet the level of service requirements under any condition. The applicant notes in the study that this intersection fails under background conditions due to the addition of vested trips from PPS 4-01064, which previously governed the site. However, the intersection of MD 210 and MD 373 also fails under existing conditions, before background is applied. Further, the applicant removed the trips associated with PPS 4-01067 from the total conditions analysis to represent the new impact of the trips associated with CSP-23002 on the site. The traffic impact study demonstrates that the intersection of MD 210 and MD 373 will fail with the addition of trips associated with the subject application. The traffic impact study does not provide a mitigation strategy at this time. At the time of PPS, the applicant shall submit a new traffic study for the proposed development and address all transportation adequacy standards, including any mitigation that may be required, to ensure that transportation will be adequate to carry anticipated traffic for the proposed development.

- (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 16.9 acres and does not meet the above acreage requirement. Furthermore, this CSP is not being developed as a mixed-use planned community. Therefore, this requirement is not relevant to the subject CSP.

- d. Section 27-274 of the prior Zoning Ordinance provides the design guidelines related to CSPs, as follows:

**(1) General.**

- (A) The Plan should promote the purposes of the Conceptual Site Plan.**

The proposed development is in conformance with the general and specific purpose of a CSP, in accordance with Section 27-272 of the prior Zoning Ordinance. Specifically, the mixed-use development will be based on the underlying zone, the site design guidelines, and the principles for orderly, planned, efficient, and economic development contained in Plan 2035, the 2013 Master Plan, and other plans.

The subject CSP application shows the relationship between residential and non-residential uses within the proposed development, and between the uses on the site and adjacent uses. The CSP also illustrates approximate locations of the proposed multifamily buildings and three commercial pad sites. The associated plans, including Type 1 Tree Conservation Plan TCP1-052-97-03 and Natural Resources Inventory NRI-075-2022, illustrate general grading, woodland conservation areas, preservation of sensitive environmental features, planting, sediment control, and stormwater management (SWM) concepts to be employed in any final design for the site. The submitted CSP also shows the potential locations of recreational facilities, signs and loading spaces. These details will be evaluated at the time of DSP.

**(2) Parking, loading, and circulation.**

- (A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major**

**destination points on the site. As a means of achieving these objectives, the following guidelines should be observed:**

- (i) Parking lots should generally be provided to the rear or sides of structures;**
- (ii) Parking spaces should be located as near as possible to the uses they serve;**
- (iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;**
- (iv) Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and**
- (v) Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.**

The submitted illustrative landscape plan for the subject CSP shows the location of surface parking lots to be around the proposed eight multifamily buildings and three commercial pad sites. Large expanses of pavement will be broken up with landscape islands. Vehicular circulation is planned to mitigate conflicts with pedestrian circulation on-site, in order to create a safe and efficient environment.

The amount of parking is subject to Section 27-574 of the prior Zoning Ordinance, per the M-X-T Zone, which allows the Planning Board to develop a criterion for parking standards specific to the proposed development. At the time of DSP, the applicant is required to submit a parking analysis to determine the parking rate for the proposed uses, in accordance with Section 27-574. The location and adequacy of parking will be further evaluated at the time of DSP.

**(B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians. To fulfill this goal, the following guidelines should be observed:**

- (i) Loading docks should be oriented toward service roads and away from major streets or public view; and**
- (ii) Loading areas should be clearly marked and should be separated from parking areas to the extent possible.**

The location of loading areas for both residential and commercial/retail uses will be located internal to the site, as shown



on the submitted CSP. These loading areas will be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians. This regulation will be further evaluated at the time of DSP.

- (C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:**
- (i) The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;**
  - (ii) Entrance drives should provide adequate space for queuing;**
  - (iii) Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;**
  - (iv) Parking areas should be designed to discourage their use as through-access drives;**
  - (v) Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;**
  - (vi) Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;**
  - (vii) Parcel pick-up areas should be coordinated with other on-site traffic flows;**
  - (viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;**
  - (ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;**
  - (x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and**

- (xi) Barrier-free pathways to accommodate the handicapped should be provided.**

The submitted illustrative plan shows the conceptual pedestrian and vehicular circulation within the subject site and a pedestrian connection to Manning Road East. Specifically, the site plan shows a vehicle and pedestrian circulation plan that prioritizes pedestrian movement throughout the site, as well as access to off-site pedestrian infrastructure. The submitted circulation plan shows the separation of the vehicular and pedestrian circulation in order to reduce conflict between both, and if vehicles and pedestrians cross each other, crosswalks will be provided. Details of the proposed circulation will be provided and evaluated further at the time of PPS and DSP.

**(3) Lighting.**

- (A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site design's character. To fulfill this goal, the following guidelines should be observed:**
  - (i) If the development is used at night, the luminosity, orientation, and location of exterior light fixtures should enhance user safety and minimize vehicular/pedestrian conflicts;**
  - (ii) Lighting should be used to illuminate important on-site elements such as entrances, pedestrian pathways, public spaces, and property addresses. Significant natural or built features may also be illuminated if appropriate to the site;**
  - (iii) The pattern of light pooling should be directed on-site;**
  - (iv) Light fixtures fulfilling similar functions should provide a consistent quality of light;**
  - (v) Light fixtures should be durable and compatible with the scale, architecture, and use of the site; and**
  - (vi) If a variety of lighting fixtures is needed to serve different purposes on a site, related fixtures should be selected. The design and layout of the fixtures should provide visual continuity throughout the site.**

Page 14 of the SOJ indicates that lighting will be designed to provide safe passage for both pedestrians and vehicles on-site. The location and details of lighting will be further evaluated at the time of DSP, when required information is available, such as a photometric plan.

**(4) Views.**

- (A) Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.**

The submitted composite landscape plan shows the requirements of the 2010 *Prince George's County Landscape Manual* throughout the site. Landscaping will be provided along the roadway frontages. This concept will be evaluated at the time of DSP when more details are available, to ensure site design techniques are incorporated to preserve, create, or emphasize scenic views from public areas.

**(5) Green Area.**

- (A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use. To fulfill this goal, the following guidelines should be observed:**

- (i) Green area should be easily accessible in order to maximize its utility and to simplify its maintenance;**
- (ii) Green area should link major site destinations such as buildings and parking areas;**
- (iii) Green area should be well-defined and appropriately scaled to meet its intended use;**
- (iv) Green area designed for the use and enjoyment of pedestrians should be visible and accessible, and the location of seating should be protected from excessive sun, shade, wind, and noise;**
- (v) Green area should be designed to define space, provide screening and privacy, and serve as a focal point;**
- (vi) Green area should incorporate significant on-site natural features and woodland conservation requirements that enhance the physical and visual character of the site; and**
- (vii) Green area should generally be accented by elements such as landscaping, pools, fountains, street furniture, and decorative paving.**

The submitted illustrative landscape plan shows a central green area/amenity space in the western portion of the residential component. Its location is visible and accessible and will be buffered with landscaping from the surface parking area and driveway. Green area and landscape will be also provided around the three

commercial pad sites. This requirement will be further evaluated at the time of DSP.

- (B) The application shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

The subject property does not contain regulated environmental features (REF) such as wetlands, wetland buffers, streams, stream buffers, or 100-year floodplains, as defined in Section 24-101(b)(27) of the prior Prince George's County Subdivision Regulations.

**(6) Site and streetscape amenities.**

- (A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:**
- (i) The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;**
  - (ii) The design of amenities should take into consideration the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas;**
  - (iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;**
  - (iv) Amenities should be functional and should be constructed of durable, low maintenance materials;**
  - (v) Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;**
  - (vi) Amenities such as kiosks, planters, fountains, and public art should be used as focal points on a site; and**
  - (vii) Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.**

The submitted illustrative landscape plan shows a central green/amenity space for the residential use, in which on-site

amenities will be located. This space will be visible and accessible to future residents and will not obstruct pedestrian circulation. Page 15 of the SOJ also indicates the provision of sitting areas, bike racks, and lighting to be incorporated throughout the site. However, the design and type of amenities will be discussed and evaluated at the time of DSP, to ensure the visual unity of the site, as well as to accommodate the handicapped, and should be appropriately scaled for user comfort.

**(7) Grading.**

**(A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts. To fulfill this goal, the following guidelines should be observed:**

- (i) Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;**
- (ii) Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;**
- (iii) Grading and other methods should be considered to buffer incompatible land uses from each other;**
- (iv) Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and**
- (v) Drainage devices should be located and designed so as to minimize the view from public areas.**

The site slopes downward from the southwest side to the northeast side of the property. Grading will be performed for the subject development. Information related to grading will be further evaluated in the subsequent review processes, to minimize environmental impacts to the extent practicable.

**(8) Service Areas.**

**(A) Service areas should be accessible, but unobtrusive. To fulfill this goal, the following guidelines should be observed:**

- (i) Service areas should be located away from primary roads, when possible;**

- (ii) Service areas should be located conveniently to all buildings served;**
- (iii) Service areas should be effectively screened or enclosed with materials compatible with the primary structure; and**
- (iv) Multiple building developments should be designed to form service courtyards which are devoted to parking and loading uses and are not visible from public view.**

Page 16 of the SOJ notes that any service areas will be conveniently located and will be screened or effectively enclosed with materials that are compatible with building materials used on primary buildings. The location of loading spaces and trash collecting areas shown on the submitted CSP appear to be screened or buffered from public view. This requirement will be further evaluated at the time of DSP.

**(9) Public Spaces.**

- (A) A public space system should be provided to enhance a large-scale commercial, mixed-use, or multifamily development. To fulfill this goal, the following guidelines should be observed:**
  - (i) Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;**
  - (ii) The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;**
  - (iii) Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;**
  - (iv) Public spaces should be readily accessible to potential users; and**
  - (v) Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.**

The submitted CSP shows an easily accessible green/amenity space located in the proposed residential component. This space will be designed to accommodate various activities for future residents and visitors. Page 16 of the SOJ indicates the provision of sitting areas in

the commercial/retail component. Details of open space and recreational facilities within it will be further evaluated at the time of DSP.

**(10) Architecture.**

- (A) When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with unified, harmonious use of materials and styles.**
- (B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.**
- (C) These guidelines may be modified in accordance with Section 27-277.**

The submitted CSP shows the potential location, number, and building footprint of the proposed multifamily buildings. Architectural details of building design will be examined when more information is available at the time of DSP.

**(11) Townhouses and Three-Story Dwellings.**

This requirement is not applicable to this CSP because no townhouse or three-story units are included.

- e. In accordance with Section 27-574, 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) of the prior Zoning Ordinance. The methodology in Section 27-574(b) requires that parking be computed for each use in the M-X-T Zone. At the time of DSP review, demonstration of adequacy of proposed parking, including visitor parking and loading configuration, will be required for the development.

- 9. Conceptual Site Plan CSP-99050:** CSP-99050 was approved by the Planning Board on July 27, 2000 (PGCPB Resolution No. 00-142), subject to 14 conditions. Notwithstanding the subject CSP will supersede CSP-99050 for the subject site, several conditions in CSP-99050 are relevant to the review of this CSP and are listed below, in **bold** text. Staff's analysis of the conditions follows each one in plain text, to maintain the vision for the overall Manokeek and Signature Club at Manning Village developments:

- 7. Total development within the subject property shall be limited to an 800-unit senior housing community, and approximately 447,500 square feet of mixed retail and office space; or different uses generating no more than the number of peak hour trips (576 AM peak hour trips and 1,650 PM peak hour trips)**



**generated by the above development. Community facilities, skilled care facilities and incidental office and retail space which are not public but are developed within the senior housing community shall be considered ancillary and additional to the permitted 800-unit community.**

The subject property will require a new PPS and transportation adequacy will be determined at that time.

- 13. All internal paths/trails indicated on the site plan shall be a minimum of six-feet wide and asphalt. All internal paths/trails within Pod2 shall be six-feet-wide and an impervious surface unless otherwise restricted in width or material by environmental regulations or agencies.**

The subject CSP shows that paths and trails within the subject property will be a minimum of 6 feet wide. To maintain the vision for the overall Manokeek and Signature Club at Manning Village developments, this condition shall be carried forward as a condition of approval for Pod 3.

- 14. Appropriate signage and pavement markings should be provided in order to ensure safe pedestrian crossings at the Berry Road and Manning Road intersection.**

Conformance to this regulation will be evaluated at the time of DSP, when more detailed information is available. Therefore, this condition shall be carried forward as a condition of approval.

- 10. Conceptual Site Plan CSP-99050-01:** CSP-99050-01 was approved by the Planning Board on November 3, 2005 (PGCPB Resolution No. 05-228), subject to 10 conditions. None of the conditions are applicable to this CSP.
- 11. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is subject to the grandfathering provisions of the 2024 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property has an approved and implemented tree conservation plan which covers Lot 12, and an approved TCP1 associated with PPS 4-01065 that covers Outparcel B, in accordance with Section 25-119(g) of the WCO. This CSP and TCP1 application is subject to the 2010 WCO because it was accepted for review prior to July 1, 2024, and the case was put on hold due to an applicant change. TCP1-052-97-03 does not propose any additional woodland clearing. The property must conform to the environmental regulations of the 2010 WCO and the 2018 Environmental Technical Manual (ETM).

The subject CSP is part of the overall Manokeek and Signature Club developments. The overall site is 343.65 acres with 43.82 acres within the 100-year floodplain, for a net tract area of 299.83 acres. The phased woodland conservation worksheet provided shows the woodland conservation threshold for the overall Manokeek and Signature Club developments at 35.64 percent, or 106.87 acres. There is a total of 273.61 acres of woodlands, with 43.61 acres within the wooded floodplain. This CSP application area is 16.90 acres with no floodplain and 13.32 acres of existing woodlands.

Previously approved TCPs showed and accounted for all the on-site woodlands within the subject application area as being removed with the future developments. The developed phases of this development met their woodland conservation requirement with off-site woodland conservation at the time of the first permit. The previously approved tree conservation plans proposed that the off-site woodland conservation requirement for Outparcel B and Lot 12 were to be met at the time of the first permit. According to The Maryland-National Capital Park and Planning Commission woodland records, the requirement of 7.19 acres of off-site woodland conservation was not met with the first permit utilizing Type 2 Tree Conservation Plan TCP2-039-01-03. The prior Outparcel B off-site woodland conservation requirement of 1.78 acres is required as part of this application. Before the issuance of the first permit for this application, the applicant must provide the entire 8.79 acres of off-site woodland conservation.

**12. Referral Comments:** This application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and are incorporated herein by reference:

- a. **Historic Preservation**—In a memorandum dated June 4, 2025 (Stabler, Smith, and Chisholm to Huang), the Historic Preservation Section indicated two archeological sites (18PR1273 and 18PR1274) were identified through a Phase I survey conducted in March 2025. However, both sites were recommended as ineligible for the National Register of Historic Places and warrant no further archeological investigations. The Historic Preservation Section also noted that the subject property does not contain and is not adjacent to any designated Prince George’s County historic sites or resources.
- b. **Community Planning**—In a memorandum dated May 30, 2025 (Nair to Huang), the Community Planning Division noted that pursuant to Subtitle 27, Part 3, Division 9, Subdivision 2 of the prior Zoning Ordinance, master plan conformance is not required for this application.
- c. **Transportation Planning**—In a memorandum dated June 9, 2025 (Daniels to Huang), the Transportation Planning Section provided comments on this CSP, as follows:

**Master Plan Right of Way**

The site is subject to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* (2013 Master Plan). Both the MPOT and 2013 Master Plan designate Manning Road (P-501) as a 60-foot right-of-way, and MD 228 (Berry Road)(E-7) as a 250-foot-wide right-of-way. A condition is included herein requiring the applicant to label the extent and limits of the ultimate right-of-way along the subject property's frontage of Manning Road East and MD 228 on the plan.

**Master Plan Pedestrian and Bike Facilities**

The MPOT recommends the following facilities that are adjacent to the site:

- Manning Road: Shared-Use facility
- Berry Road (MD 228): Shared-Use facility

The 2013 Master Plan also recommends a shared-use facility, which is identified as a dual route. A dual route can be comprised of on-road facilities such as a striped bicycle lane or shared pavement markings (sharrows), or off-road facilities such as a wide sidewalk or side path to accommodate both cyclists and pedestrians. At the time of DSP, staff recommend the applicant provide a shared-use facility along the property frontages of Manning Road East and MD 228, as determined by the permitting agency, in accordance with the applicable Code section providing authorization during permitting, with written correspondence.

The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists:

**Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers (page 9).**

The site plan includes a comprehensive sidewalk network throughout the site, to facilitate pedestrian movement, to meet the intent of this policy. Staff recommend marked crosswalks and Americans with Disabilities Act (ADA) curb ramps be provided throughout the site, at the time of DSP.

**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 (page 10).**

The site plan includes a comprehensive sidewalk network throughout the site to facilitate pedestrian movement. Staff recommend that the applicant provide bicycle and ADA-compliant pedestrian facilities along the frontages of Manning Road East and MD 228, in conformance with the MPOT recommendations as described above, to meet the intent of this policy. Facilities such as sharrows, striped bicycle lanes, wide sidewalks, or side paths would meet the intent of a dual route facility. The exact location and details of all bicycle and pedestrian facilities shall be provided and will be evaluated at the time of DSP.

**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* (page 10).**

The site plan includes a comprehensive sidewalk network throughout the site to facilitate pedestrian movement. Staff recommend that the applicant provide bicycle and pedestrian facilities along the frontages of Manning Road East and MD 228, in conformance with the MPOT recommendations as described above, to meet the intent of this policy. Facilities such as sharrows, striped bicycle lanes, wide sidewalks, or side paths would meet the intent of a dual route facility. Staff also recommend that long and short-term bicycle parking be provided within the multifamily buildings and at the retail

components. The exact location and details of all bicycle and pedestrian facilities shall be provided and evaluated at the time of DSP.

The 2013 Master Plan provides the following guidance for multi-modal circulation through the planning area:

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

The submitted CSP includes a comprehensive sidewalk network throughout the site to facilitate pedestrian movement. Staff recommend that the applicant provide bicycle and ADA-compliant pedestrian facilities along the frontages of Manning Road East and MD 228, in conformance with the 2013 Master Plan recommendations as described above, to meet the intent of these policies. Facilities such as sharrows, striped bicycle lanes, wide sidewalks, or side paths would meet the intent of a dual route facility. The exact location and details of all bicycle and pedestrian facilities shall be provided and evaluated at the time of DSP.

- d. **Environmental Planning**—In a memorandum dated May 30, 2025 (Schneider to Huang), the Environmental Planning Section provided comments on the subject application, as follows:

#### **Natural Resources Inventory**

Section 27-273(e)(6) of the prior Zoning Ordinance requires an approved natural resources inventory (NRI) with CSP applications. The site has an approved NRI-075-2022, which correctly shows the existing conditions of the property. There are five specimen trees on-site and five specimen trees located off-site. The site does not contain REF such as primary management area, streams, wetland, 100-year floodplain, or their associated buffers. The TCP1 and CSP show all the required information correctly in conformance with the NRI.

#### **Specimen Trees**

Section 25-122(b)(1)(G) of the WCO requires that “Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved. The design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree’s condition, and the species’ ability to survive construction as provided in the [Environmental] Technical Manual.”

If, after careful consideration has been given to the preservation of the specimen trees, there remains a need to remove any of the specimen trees, a variance to Section 25-122(b)(1)(G) is required. Applicants can request a variance to the provisions of Division 2 of Subtitle 25, Woodland and Wildlife Habitat Conservation Ordinance, provided all of the required findings in Section 25-119(d) of the WCO

can be met. An application for a variance must be accompanied by a letter of justification stating the reasons for the request and how the request meets each of the required findings.

A variance to Section 25-122(b)(1)(G) is requested for the removal of four on-site specimen trees impacting the root zone of one on-site specimen tree.

Staff support the removal of the four specimen trees identified as ST-31, ST-34, ST-35, and ST-39, as requested by the applicant. Section 25-119(d) contains six required findings listed in **bold** below, to be made before a variance to the WCO can be granted. An evaluation of this variance request, with respect to the required findings, is provided below:

**(A) Special conditions peculiar to the property have caused the unwarranted hardship.**

To meet this finding, an applicant must demonstrate that without the variance, the applicant cannot develop a use of the property that is both significant and reasonable. The applicant must further show that the use cannot be achieved elsewhere on the property.

In relation to other properties in the area, special conditions peculiar to the property would cause an unwarranted hardship if the applicant were required to retain the four specimen trees identified as Specimen Trees ST-31, ST-34, ST-35, and ST-39. This application area has received several previous approvals as part of the overall Manokeek and Signature Club developments. The area subject to this application was always shown with no on-site woodland preservation or reforestation areas. No specimen trees were identified on the previously approved tree conservation plans. These specimen trees have grown to specimen size over time and are not in areas designated as woodland conservation.

The applicant proposes to develop the subject property into a mixed-use development, as planned with the overall Manokeek and Signature Club developments, to meet the growing needs of housing for the County. Specimen Tree ST-31 is located within the proposed parking, pool, and sidewalk area at the northern portion of the property.

Specimen Trees ST-34 and ST-35 are located along the northeastern property line, between two proposed stormwater management (SWM) facilities and a proposed building, with critical root zone impacts of over 30 percent. Specimen Tree ST-39 is located along the eastern property line and has a proposed critical root zone impact of over 30 percent for proposed parking. Given these significant impacts, the identified specimen trees are unlikely to survive even with protection measures.

Environmental Planning staff find the applicant's proposal of a mixed-use development within a previously approved mixed-use zone area to be significant and reasonable. The site is flat, and grading is required to provide the proper stormwater drainage and infrastructure flow for the proposed

development. Saving these four specimen trees and not impacting over 30 percent of their critical root zone would impact the developable areas. The applicant's proposed building, associated parking, and infrastructure could be located elsewhere on the subject property, but the site would still need to be graded to provide the required drainage and flow, and the critical root zone of the four specimen trees would still be impacted over 30 percent. Requiring the applicant to retain these four specimen trees on-site, by designing the development to avoid impacts to the critical root zone, would limit the area of the site available for orderly development that is consistent with the property's zoning, to the extent that it would cause the applicant an unwarranted hardship.

**(B) Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas.**

Enforcement of the requirement that all specimen trees be preserved, along with an appropriate percentage of their critical root zone, would deprive the applicant of rights commonly enjoyed by others in similar areas with comparable zoning.

The applicant states that the M-X-T-zoned, proposed mixed-use development will be placed in hardship and will be deprived of the right to fully develop the site if the rule of preservation of four of the specimen trees is enforced.

The four specimen trees requested for removal are due to their location on-site, adjacent to or within proposed SWM, building, and parking areas. Based on the location and species of the specimen trees proposed for removal, retaining the trees and avoiding disturbance to the critical root zone of Specimen Trees ST-31, ST-34, ST-35, and ST-39 would have a considerable impact on the development potential of the property, by further limiting areas necessary for grading, SWM, and parking. Not granting the variance request for Specimen Trees ST-31, ST-34, ST-35, and ST-39 would prevent the site from being developed in a functional and efficient manner like other developments of similar size and use.

**(C) Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants.**

This variance is not a special privilege that would be denied to other applicants. All variance applications for the removal of specimen trees are evaluated in accordance with the requirements of Subtitle 25 and the ETM for site-specific conditions. When similar trees were encountered on other sites for comparable developments, they have been evaluated under the same criteria. Specifically, other similar residential and commercial/retail developments featuring specimen trees in similar conditions and locations have been subject to the same considerations during the review of the required variance application.

**(D) The request is not based on conditions or circumstances, which are the result of actions by the applicant.**

The applicant states that the removal of the four specimen trees is based on environmental site design (ESD) engineering practices to grade a mostly wooded site, to gain proper drainage and adequate building area. This mixed-use development will increase the on-site SWM requirement which will be met with 31 microbioretention facilities and 21 microbioretention planter boxes.

Staff concur that the request is not based on conditions or circumstances which are the result of the actions by the applicant. The applicant has taken no action leading to the conditions or circumstances that are the subject of the variance request. The location of the trees and other natural features throughout the property is based on natural or intentional circumstances that long predate the applicant's interest in developing this site. Specimen trees grow to such a large size because they were left undisturbed on a site for sufficient time to grow; however, the species, size, construction tolerance, and location on a site are all unique for each site. The request to remove the trees is solely based on the trees' locations on the site and root zone impacts. These trees are requested for removal to achieve a reasonable development area for the mixed use and associated infrastructure for this site.

**(E) The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property.**

There are no existing conditions, existing land, or building uses on the site, or on neighboring properties that have any impact on the location or size of the four specimen trees. Specimen Trees ST-31, ST-34, ST-35, and ST-39 have grown to specimen tree size based on natural conditions and have not been impacted by any neighboring land or building uses.

**(F) Granting of the variance will not adversely affect water quality.**

The removal of four specimen trees will not adversely affect water quality standards nor cause measurable degradation in water quality. The project will be subject to the sediment and erosion control requirements of the Prince George's County Soil Conservation District, and the approval of a SWM concept plan by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE).

The application is part of the overall Manokeek and Signature Club developments and all the developed areas have met their woodland conservation requirements through on-site woodland preservation, reforestation, and the use of off-site woodland credits. This application proposes to meet their additional woodland conservation requirement with off-site woodland credits.

The required findings of Section 25-119(d) of the 2010 WCO have been adequately addressed for the removal of four specimen trees identified as Specimen Trees ST-31, ST-34, ST-35, and ST-39. Staff recommend the Planning Board approve the requested variance for the removal of four specimen trees, for construction of a mixed-use development, required parking, and associated infrastructure.

### **Soils**

The predominant soils found to occur on-site, according to the United States Department of Agriculture Natural Resource Conservation Service Web Soil Survey, are Beltsville silt loam, Grosstown gravelly silt loam, Lenni and Quindocqua soils, and Udorthents. Marlboro clay and Christiana complexes are not found on or near this property.

No further action is needed as it relates to this application. At the time of permit, a soils report may be required by DPIE.

### **Stormwater Management**

In accordance with Section 27-273(e)(6), the CSP shall be consistent with an approved SWM concept plan. The SWM concept design is required to be reviewed and approved by DPIE's Site Road Section, to address surface water runoff issues, in accordance with Subtitle 32, Water Resources Protection and Grading Code. This requires that ESD be implemented to the maximum extent practicable.

An unapproved SWM Concept Plan, 35682-2023-SDC, was submitted with the application. The SWM concept plan shows the use of ESD elements to address water quality requirements. The SWM concept plan proposes using the 31 microbioretention facilities and 21 microbioretention planter boxes. Submittal of the approved SWM concept plan and approval letter reflective of the development proposed is required prior to the future PPS submission.

The application area has an existing regional pond that was approved by DPIE with 39068-2017-0. This stormwater pond serves the adjacent Addition to Signature Club subdivision, portions of Manning Road East, and the subject application Signature Club East development. Conformance with the provisions of the Prince George's County Code and state regulations regarding SWM will be reviewed by DPIE prior to the issuance of permits.

- e. **Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated June 5, 2025 (Thompson to Huang), DPR noted that proposed on-site recreation facilities will be further evaluated to fulfill the dedication of parkland requirement at the time of PPS review.
- f. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated March 12, 2024 (de Guzman to Huang), DPIE offered comments on the subject application, which will be addressed at the time of DSP and permitting.
- g. **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.



- h. **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 this application.
  - i. **Prince George's County Health Department**—In a memorandum dated February 29, 2024 (Adepoju to Huang), the Health Department offered comments addressing noise and dust during the construction phases, to not adversely impact adjacent properties.
  - j. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, WSSC did not offer comments on the subject application.
  - k. **Public Utilities**—The subject CSP was referred to Verizon, Comcast, AT&T, the Southern Maryland Electric Cooperative (SMECO), and Washington Gas on April 30, 2025, for review and comments. In a memorandum dated May 9, 2025 (Ulrich to Huang), SMECO offered comments on future designs and information that should be noted on the plans, as well as the conveyance of SMECO's standard utility easement, prior to the installation of any infrastructure. In an email dated May 28, 2025 (Shea to Huang), AT&T noted no existing utilities in the subject property.
- 13. **Community Feedback:** As of the writing of this technical staff report, staff did not receive any inquiries from the community regarding the subject CSP.
  - 14. Based on the foregoing, and as required by Section 27-276(b)(1) of the prior Zoning Ordinance, the CSP, if approved with the proposed conditions below, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9 of the County Code, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
  - 15. Section 27-276(b)(2) of the prior Zoning Ordinance does not apply to this CSP because it is not for a mixed-use planned community.
  - 16. Section 27-276(b)(3) of the prior Zoning Ordinance does not apply to this CSP because it is not for a regional urban community.
  - 17. As required by Section 27-276(b)(4) of the prior Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a CSP is as follows:
    - (4) **The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

No REF exist on-site; therefore, there is no impact by the proposed development.

## RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Prince George's County Planning Board adopt the findings of this report and APPROVE Conceptual Site Plan CSP-23002, Type 1 Tree Conservation Plan TCP1-052-97-03, and a Variance to Section 25-122(b)(1)(G), for Signature Club East, subject to the following conditions:

1. Prior to certificate approval of the conceptual site plan, the following revisions shall be made, or information shall be provided:
  - a. Label the extent and limits of the ultimate right-of-way along the subject property's frontage of Manning Road East and MD 228 (Berry Road) on the plan.
  - b. Submit a revised digital copy and a single final hard copy of the Phase I Archeological Report of Lot 12 and Outparcel B that addresses all comments to Historic Preservation staff. Two hard copies and one digital copy of the final Phase I archaeological report shall also be submitted to the Maryland Historical Trust.
  - c. Add the location of potential bus stops, bike share stations, or other infrastructure to the plan showing that the subject development will promote optimum and effective use of transit, in accordance with Section 27-546(d) of the prior Prince George's County Zoning Ordinance.
  - d. Update the woodland conservation worksheet to show that the Outparcel B threshold requirement is 20 percent, in conformance with Condition 7 of Zoning Map Amendment A-9960-C.
2. At the time of detailed site plan, in accordance with the 2013 *Approved Subregion 5 Master Plan*, the 2009 *Approved Countywide Master Plan of Transportation*, and Section 27-274(a)(2)(C) of the prior Prince George's County Zoning Ordinance, the applicant and the applicant's heirs, successors, and/or assignees shall identify the following facilities on the site plans:
  - a. A minimum of 5-foot-wide sidewalks and associated Americans with Disabilities Act curb ramps along both sides of all internal roads, excluding alleys.
  - b. Provide a shared-use, dual route facility along the property frontages of Manning Road East and MD 228 (Berry Road), unless modified by the operating agency, in accordance with any Prince George's County Department of Public Works and Transportation adopted standards, or in accordance with a waiver to said standards approved pursuant to the provisions currently codified in Section 23-105(g)(1) of the Prince George's County Code, with written correspondence.
  - c. Continental style crosswalks at all vehicular access points and throughout the site where feasible.
  - d. Provide long- and short-term bicycle parking within each multifamily building, and short-term bicycle parking at the designated retail spaces.

3. All internal paths/trails indicated on the site plan shall be a minimum of 6 feet wide and asphalt, in accordance with Condition 13 of Conceptual Site Plan CSP-99050.
4. Appropriate signage and pavement markings shall be provided to ensure safe pedestrian crossings at the MD 228 (Berry Road) and Manning Road East intersection.

# SIGNATURE CLUB EAST

Conceptual Site Plan

TCP1-052-97-03

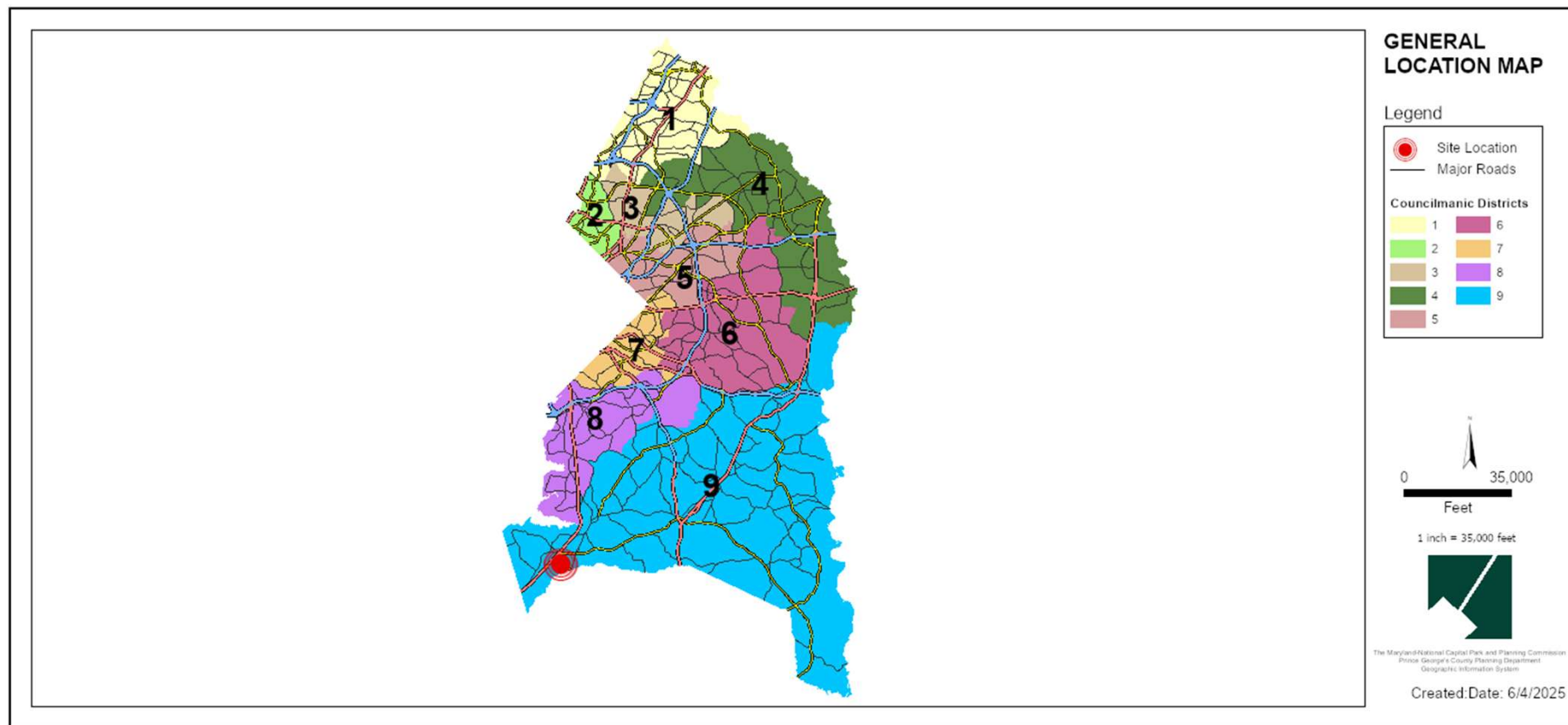
**Staff Recommendation:** APPROVAL with conditions



# GENERAL LOCATION MAP

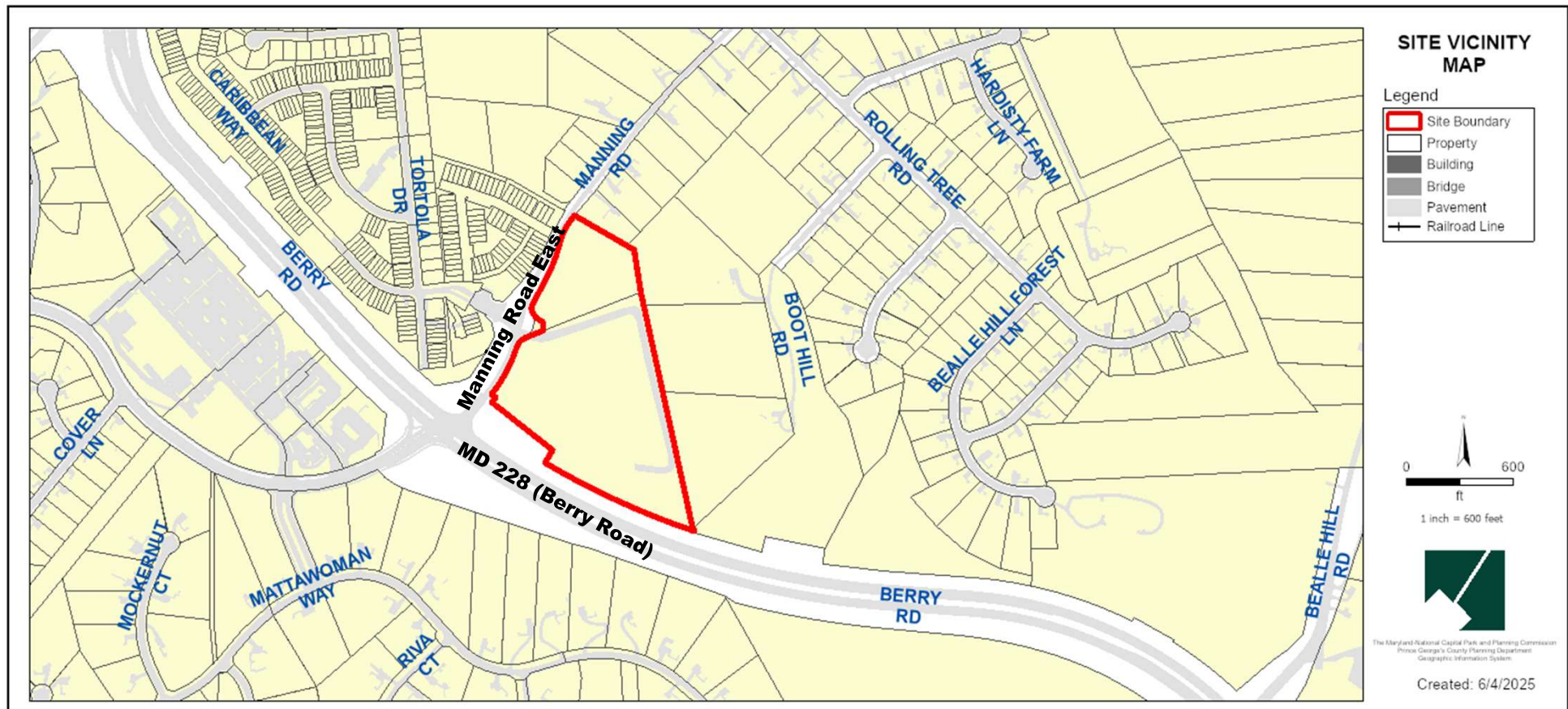
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Planning Area: 084

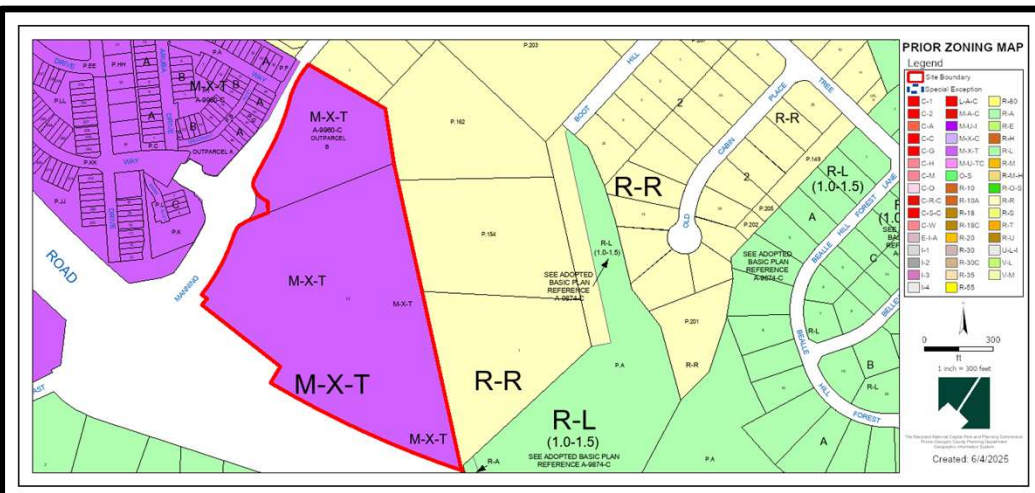




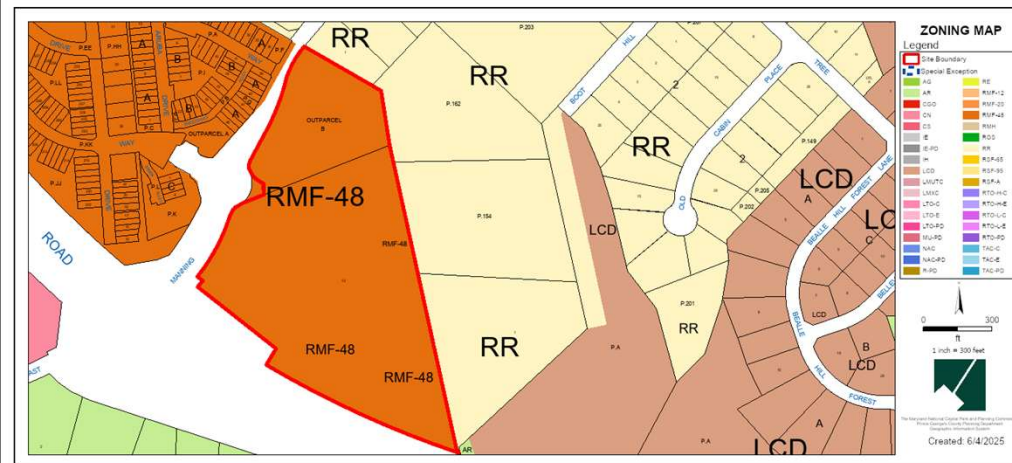
# SITE VICINITY MAP



# ZONING MAP



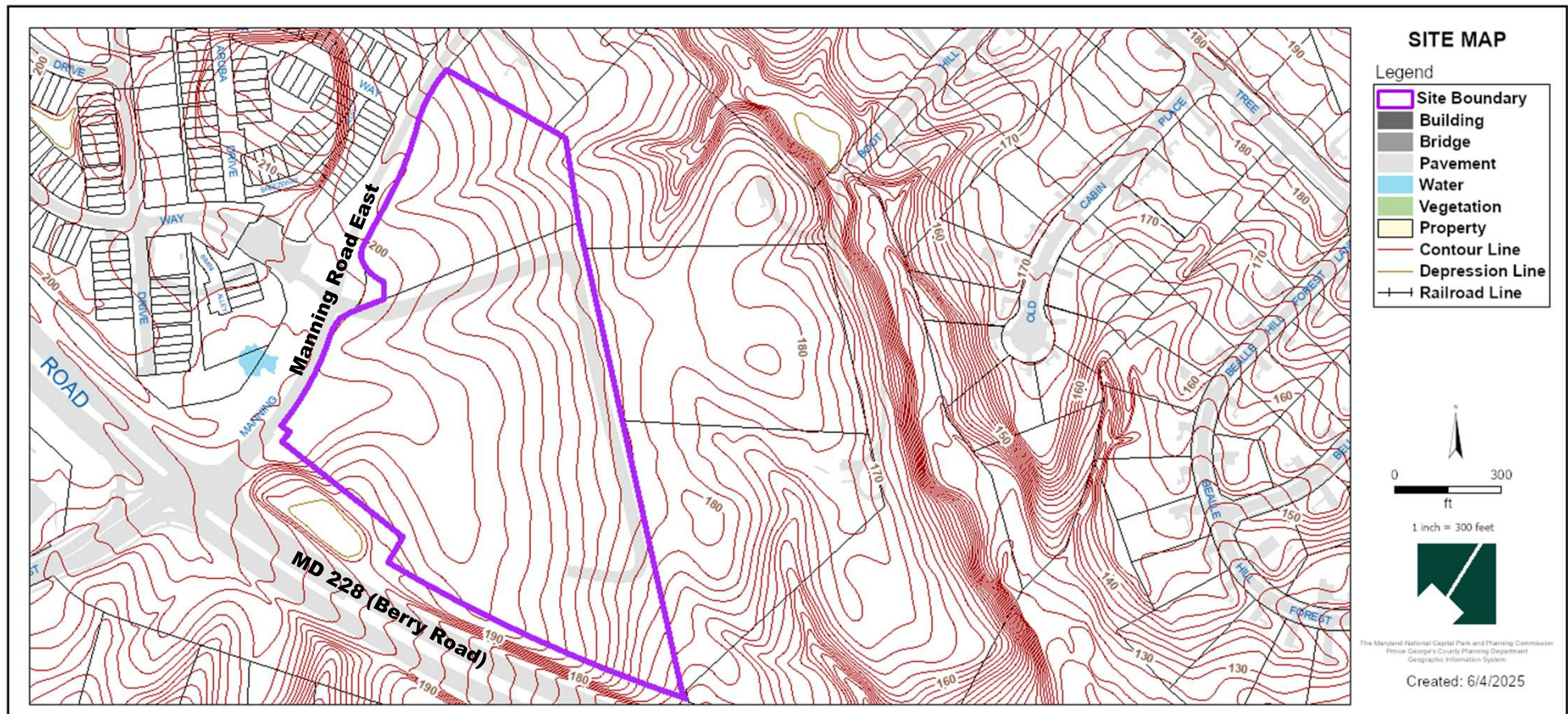
Prior Zoning Map: M-X-T



Current Zoning Map: RMF-48

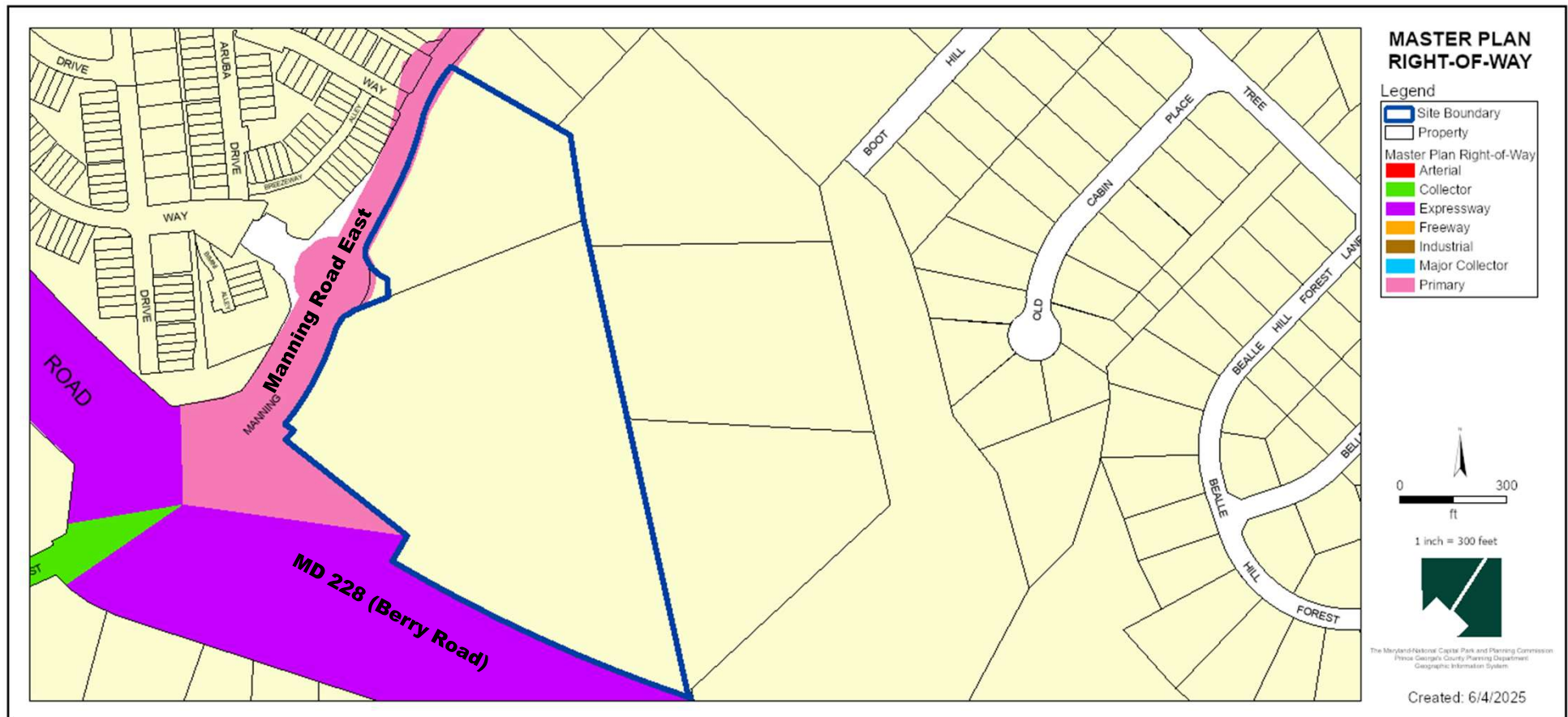


# SITE MAP



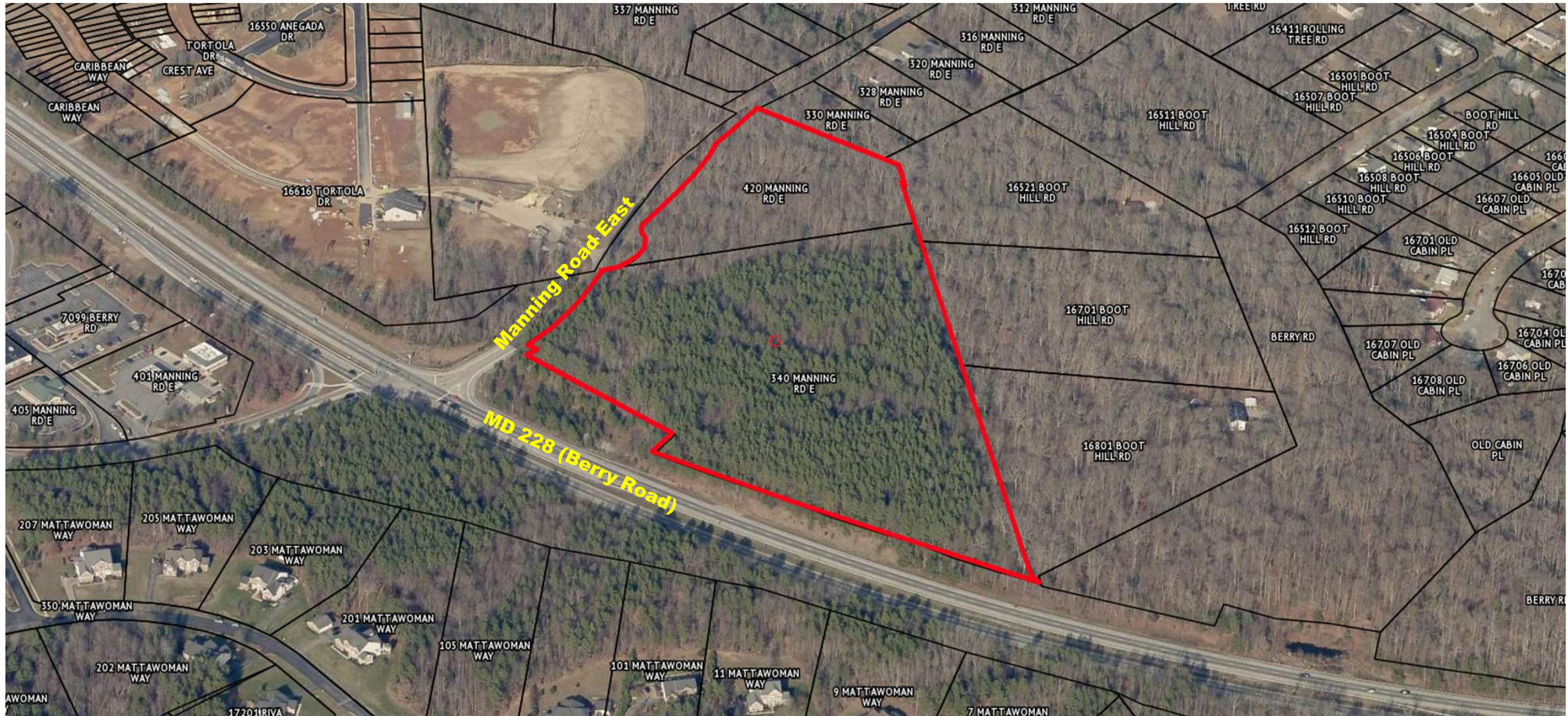


# MASTER PLAN RIGHT-OF-WAY MAP





## BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED

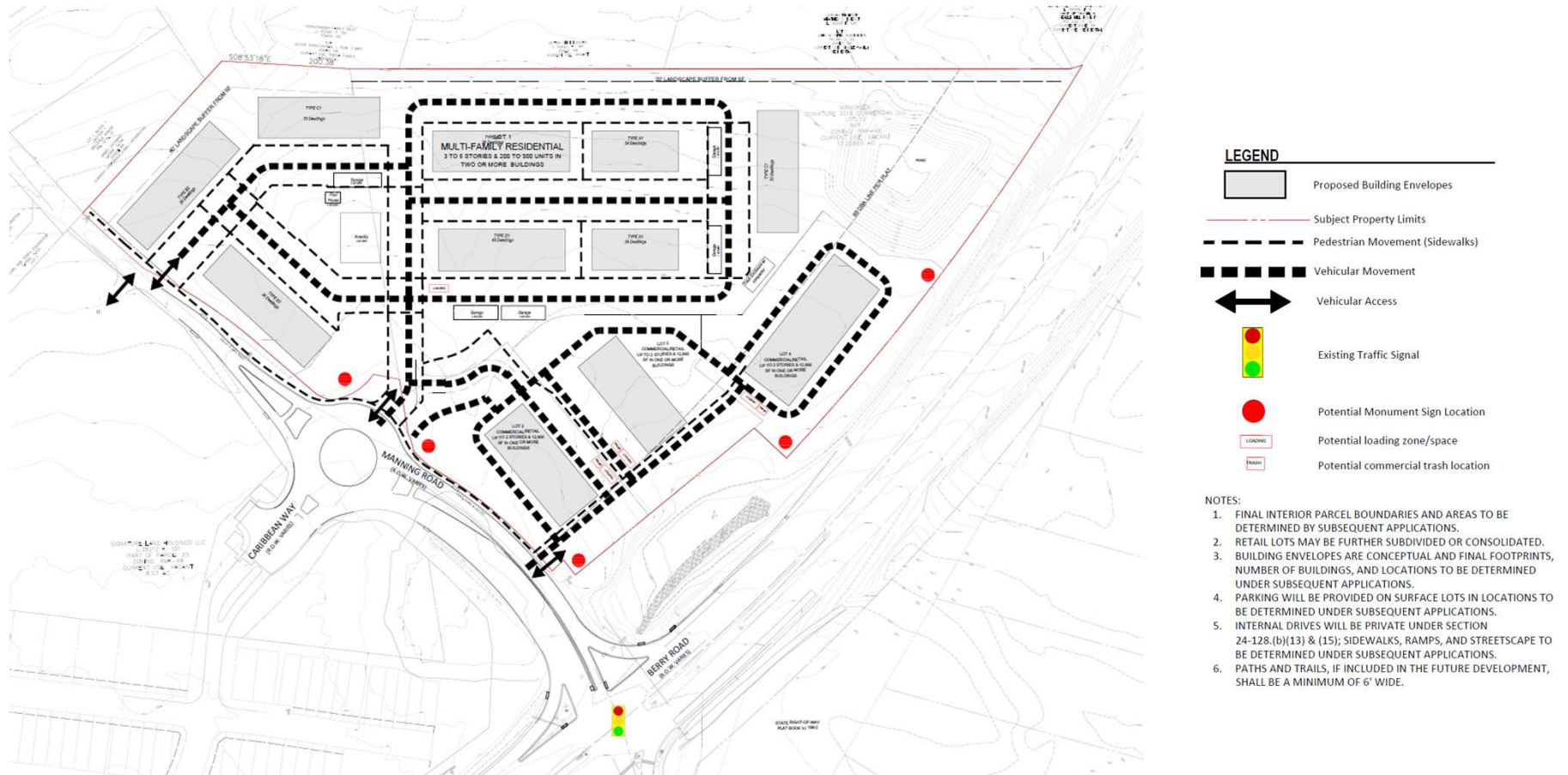




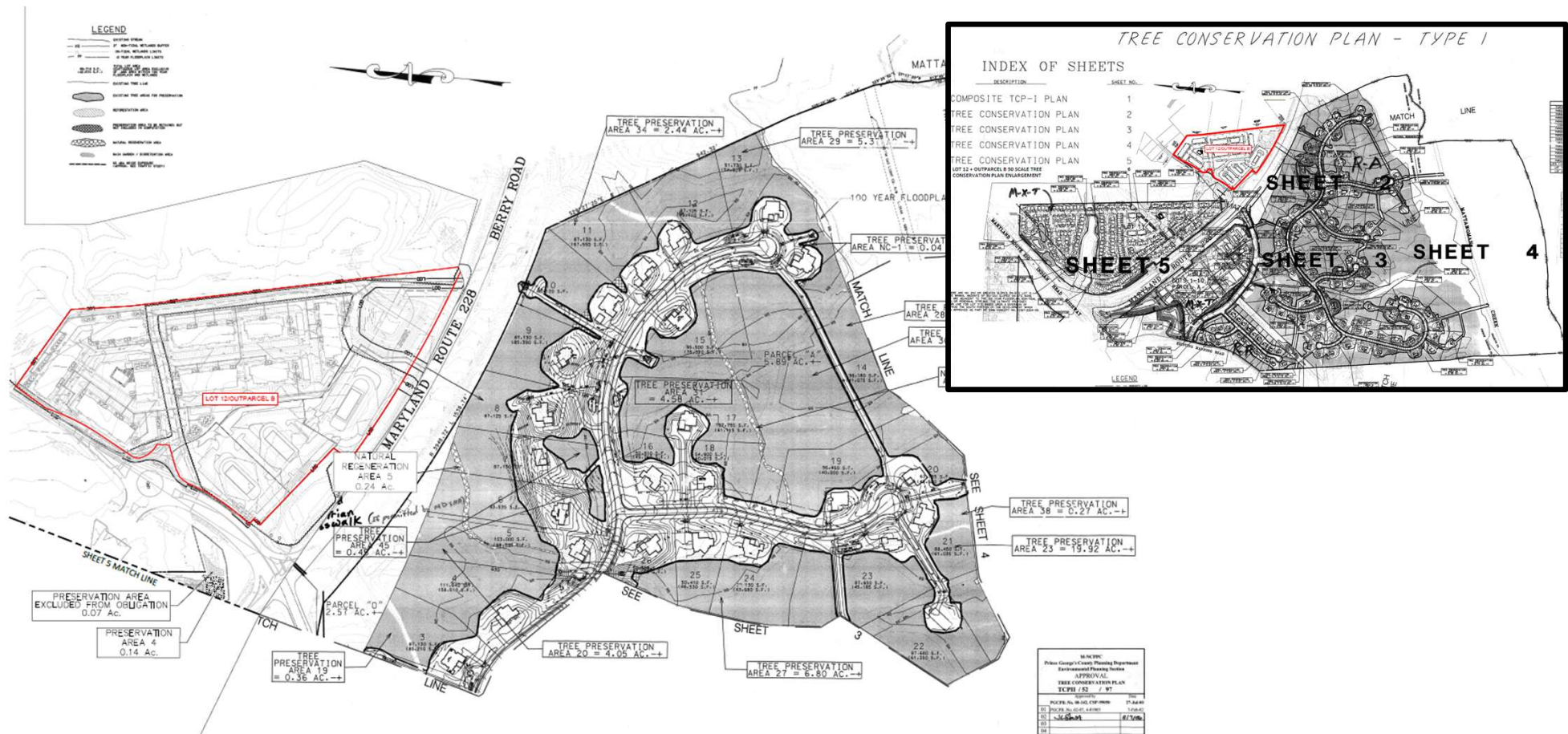
# CONCEPTUAL SITE PLAN



# CIRCULATION PLAN







# STAFF RECOMMENDATION

## **APPROVAL** with conditions

- CSP-23002
- TCP1-052-97-03
- Variance to Section 25-122(b)(1)(G)

## **Issues:**

- None

## **Applicant Required Mailings:**

- Informational Mailing: 11/14/2023
- Acceptance Mailing: 01/05/2024

**AMENDED STATEMENT OF JUSTIFICATION**  
**CONCEPTUAL SITE PLAN REVISION CSP-99050-02/**  
**CONCEPTUAL SITE PLAN CSP-23002**  
**SIGNATURE CLUB EAST**  
**APPLICANT: WP EAST ACQUISITIONS LLC**

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*Civil Engineer for Applicant*

## **APPLICANT**

The Applicant for this Conceptual Site Plan is WP East Acquisitions, LLC. This entity is owned and controlled by Wood Partners (“Wood” or “Applicant”). The owner of the property forming the subject matter of this application is 2016 Commercial, LLC. Wood has extensive experience in the development and operation of real estate both locally and regionally.

## **THE PROPERTY**

The property forming the subject matter of this Conceptual Site Plan is located in the northeast quadrant of the intersection of Manning Road East and Berry Road (MD 228). More particularly, the property is depicted as Lot 12 and Outparcel B on Tax Map 161, Grid E-2 (the “Property”). Lot 12 and Outparcel B comprise 13.2739 acres and 3.7061 acres respectively. An aerial photograph outlining the Property in blue is marked Exhibit “A” and attached hereto. Under the prior Zoning Ordinance, the Property was zoned M-X-T (Mixed Use Transportation). The Property is now zoned RMF-48 (Residential Multifamily – 48). Copies of the prior and current Zoning Maps are marked Exhibits “B” and “C” respectively and attached hereto. Lot 12 and Outparcel B are also shown on a Final Plat of Subdivision recorded among the Land Records of Prince George’s County in Plat Book REP 205, Plat 46. A copy of this Final Plat is marked Exhibit “D” and attached hereto.

## **BACKGROUND AND HISTORY OF LOT 12 & OUTPARCEL B**

Lot 12 was originally part of an acreage parcel comprising approximately 97 acres which was rezoned from the E-I-A Zone to the M-X-T Zone pursuant to the 1993 Subregion 5 Master Plan and Sectional Map Amendment. The area now comprising Lot 12 was then included in a Conceptual Site Plan (CSP-99050) approved on July 27, 2000. A copy of the Planning Board approval Resolution for CSP-99050 is submitted with this application. That Conceptual Site Plan



had as its subject matter the 97 acres which was rezoned in 1993. The property subject to CSP-99050 was divided into three development Pods. Pod 1 consisted of approximately 26.04 acres on the south side of Berry Road and is now developed with the Manokeek Village Shopping Center. Pod 2 consisted of approximately 57 acres in the northeast quadrant of the intersection of Berry Road (MD 228) and Indian Head Highway (MD 210). It was originally approved for 800 senior housing units. However, subsequent development approvals changed the uses and layouts for Pod 2. It is now being developed with 218 townhouses and 95 single family homes in a project known as “Signature Club at Manning Village.” Finally, the area designated as Pod 3 consisted of what is now Lot 12. Pursuant to CSP-99050, Pod 3 was approved for a total of 157,500 square feet of commercial space, including 10,000 square feet of office space.

Outparcel B was not included in CSP-99050. Rather, it was formerly part of a larger property known as Parcel 25 which consisted of approximately 12.99 acres on both the east and west sides of Manning Road. As evidenced by a quit-claim deed dated December 26, 2001, Parcel 25 was conveyed from the Vincent family to TSC/MUMA Mattawoman Associates Limited Partnership (the Applicant’s predecessor in interest). That deed is recorded among the Land Records of Prince George’s County in Liber 15344, Folio 682.

In August of 2001, TSC/MUMA filed two Preliminary Plan applications for Parcel 25. One application was for the 7.30 acres of Parcel 25 on the west side of Manning Road. That Preliminary Plan (4-01065) was approved by the Planning Board in January of 2002 pursuant to the adoption of Resolution No. 02-09. The area subject to Preliminary Plan 4-01065 consists of what is now identified as Outparcels A & B as shown on a Final Plat of Subdivision recorded among the Land Records of Prince George’s County in Plat Book ME 252, Plat 64. Outparcels A & B have since been the subject of an approved Conceptual Site Plan (CSP-20001) and Preliminary Plan of

Subdivision (4-20015). Pursuant to those Plans, Outparcels A & B are approved for the development of 76 townhome units, four of which will be live/work units. A Detailed Site Plan (DSP-20032) for Outparcels A & B was accepted for review on August 30, 2023 and was considered and approved by the planning Board on November 2, 2023.

The second Preliminary Plan (4-01064) had as its subject matter the residue of Parcel 25 on the east side of Manning Road, as well as the land area which now comprises Lot 12. The Planning Board approved Preliminary Plan 4-01064 on February 7, 2002 pursuant to its adoption of Resolution No. 02-08, a copy of which has been submitted with this application.<sup>1</sup> TSC/MUMA had proposed residential development on the residue of Parcel 25, and a mix of commercial/office space on Lot 12. At the time, the residue of Parcel 25 was zoned R-R. It was also in Water Category 6 and Sewer Category 6. TSC/MUMA filed a request to advance the residue of Parcel 25 into Water Category 4 and Sewer Category 4. However, that request was denied.<sup>2</sup> Therefore, the proposed residential development could not be approved. Because the residue of Parcel 25 was not in the proper Water and Sewer Categories, it was required to be designated as an Outparcel. Lot 12 was, however, approved for 157,000 square feet of mixed retail/office space with a trip cap of 147 AM and 524 PM peak hour trips. The area subject to Preliminary Plan 4-01064 was later depicted on a Final Plat of Subdivision recorded on March 9, 2005 in Plat Book REP 205, Plat 46. Pursuant to that Final Plat, the residue of Parcel 25 on the east side of Manning Road was designated Outparcel B, while the area designated as Pod 3 in CSP-99050 was designated Lot 12.

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<sup>1</sup> On the same day that Preliminary Plan 4-01064 was approved, the Planning Board approved Preliminary Plan 4-01063 which was also filed by TSC/MUMA for what is now the 57-acre Signature Club property.

<sup>2</sup> Pursuant to the District Council's adoption of CR-44-2019, Outparcel B is now in Water Category 4 and Sewer Category 4.

Thereafter, Outparcel B was included in a Zoning Map Amendment application (A-9960-C) filed by TSC/MUMA in 2006. In addition to Outparcel B, A-9960-C also had as its subject matter the area of Parcel 25 located on the west side of Manning Road (now identified as Outparcels A & B). The District Council approved A-9960-C subject to several conditions on January 9, 2006, pursuant to its adoption of Zoning Ordinance No. 2-2006. A copy of the District Council's Final Order approving A-9960-C is submitted with this application.

Finally, it must also be noted that CSP-99050 was the subject of a revision (CSP-99050-01) approved in 2006. The purpose of the revision was to revise the layout and unit-mix for Pod 2 only. Thus, CSP-99050-01 did not impact Pod 3, which again, is the same land area depicted as Lot 12 in the instant application.

### **NEIGHBORHOOD AND SURROUNDING USES**

The Property is located in the northeast quadrant of the intersection of Manning Road East and Berry Road (MD 228). It has approximately 1,120 feet of frontage on Berry Road (MD 228), and approximately 950 feet of frontage on Manning Road East. The Property is approximately one-half mile east of the intersection of Berry Road (MD 228) and Indian Head Highway (MD 210).

As discussed above, to the west of the Property is Outparcels A & B, which have been approved for 76 townhouse units, including four live/work units. Further west of Outparcels A & B is the Signature Club at Manning Village project which is currently being developed with 218 townhouse units and 95 single family homes. To the north and northeast of the Property are several single-family homes. There is also a single-family residential subdivision south of the Property on the opposite side of Berry Road (MD 228). Finally, southwest of the Property is the Manokeek Village Shopping Center.

## **DEVELOPMENT PROPOSAL/CONCEPTUAL SITE PLAN**

Because Outparcel B was not included in CSP-99050, the Applicant proposed this project as a new Conceptual Site Plan and was assigned the case number CSP-23002. However, following the Pre-Application Conference and during conversations with staff, the Applicant was advised staff felt this application should be processed as a revision to CSP-99050. The Applicant has titled this Statement of Justification as both a revision to CSP-99050-02 and new CSP-23002. The Applicant proposes to resolve this matter during conversations which will occur during the Pre-Acceptance review process.

As noted earlier, the Applicant is electing to develop this project pursuant to the provisions of the prior Zoning Ordinance and Subdivision Regulations as expressly authorized by Section 27-1704(e) of the new Zoning Ordinance and Section 24-1704(e) of the new Subdivision Regulations.

The Applicant proposes to develop Lot 12 and Outparcel B with up to 300 multifamily dwelling units and 12,600 square feet of commercial/retail space. The multifamily component is preliminarily proposed to be located within seven buildings in the northern portion of the Property. The commercial/retail component is preliminarily proposed to be located within up to three pad sites in the southwest portion of the Property. Access to the Property will be gained from the existing traffic circle at the intersection of Caribbean Way and Manning Road East as well as from two additional proposed access points along Manning Road as depicted on the Conceptual Site Plan. A stormwater management pond will be located generally in the southern portion of the Property. It must be emphasized that specific details regarding the exact site layout will be confirmed and approved at later stages of the development process.

## **CONFORMANCE WITH ZONING ORDINANCE STANDARDS**

Section 27-279 of the prior Zoning Ordinance sets forth the requirements for amending a previously approved Conceptual Site Plan. In particular, Section 27-279(b) provides:

**All requirements for the filing and review of an original Conceptual Site Plan shall apply to an amendment. The Planning Board shall follow the same procedures and make the same findings.**

In accordance with this language, the requirements for filing and review of an original Conceptual Site Plan are analyzed below.

Requirements for Conceptual Site Plans generally are set forth in Section 27-272 through 27-276 inclusive of the Zoning Ordinance.

### **I. CONCEPTUAL SITE PLANS – GENERAL PURPOSES**

Section 27-272(b)(1) sets forth the general purposes of Conceptual Site Plans:

**(A) To provide for development in accordance with the principles for the orderly, planned, efficient, and economic development contained in the General Plan, Master Plan, or other approved plan;**

This project is located in Planning Area 84 and is governed by the Subregion 5 Master Plan and Sectional Map Amendment, most recently adopted and approved in 2013. The Future Land Use Map for Subregion 5 is found on page 32 of that Master Plan. The Map, a copy of which is marked Exhibit “E” and attached, shows the Property depicted in purple, which corresponds to a recommendation of mixed-use development. The proposed development also conforms to the vision, policies and strategies contained within the General Plan Prince George’s 2035. Like the Subregion 5 Master Plan, the General Plan’s “Generalized Future Land Use Map” also recommends “mixed use” development for the Property. A copy of that map is marked Exhibit “F” and attached. The Property is also designated within the “Established Communities” Growth Policy Area. Finally, while no longer technically applicable, the Property is in the Developing Tier

of the 2002 General Plan. The purpose of the Developing Tier is to provide for a pattern of medium density residential development with distinct commercial centers and employment areas. The Applicant submits the mixed-use proposal in this application will achieve the goals envisioned by the applicable planning documents.

**(B) To help fulfill the purposes of the zone in which the land is located;**

As noted above, the Property, while presently zoned RMF-48, is being developed pursuant to the prior M-X-T Zone. The purposes of the M-X-T Zone are set forth in Section 27-542:

**(1)To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers 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;**

**RESPONSE:** The Property is located less than one half mile from the major intersection of Indian Head Highway (MD 210) and Berry Road (MD 228). Indian Head Highway is a major thoroughfare carrying traffic between Washington, D.C. and Charles County and points beyond. Along Indian Head Highway there are numerous commercial uses including the Manning Village Shopping Center which was part of the original Conceptual Site Plan for Signature Club at Manning Village. Lot 12 was previously Pod 3 in the original Conceptual Site Plan for Signature Club. A positive finding with regard to this criterion as well as all other of the General Purposes set forth in Section 27-542 was made at the time of the approval of the original Conceptual Site Plan. Nonetheless, the location of the Property in close proximity to a major intersection along a substantial transportation corridor clearly fulfills the requirement for property to be located within the vicinity of major intersections.

Further, since the Property was previously part of Pod 3 in the original Conceptual Site Plan, development was envisioned to occur on this Property and the development being proposed provides an orderly development of appropriate density as authorized by the M-X-T Zone.

**(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 of residential, commercial, recreational, open space, employment, and institutional uses;**

**RESPONSE:** See Response to Section 27-272(b)(1) immediately hereinabove which is incorporated herein by reference as a response to this purpose.

**(3)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;**

**RESPONSE:** The development being proposed which consists of multifamily units and retail commercial pad sites will clearly maximize private development potential for the Property. Further, focusing this development in close proximity to the intersection of Indian Head Highway and Berry Road as well as the existing Manning Village Shopping Center and the 313 single family detached and townhouse units immediately abutting will maximize private development potential and avoid scattered and unplanned development throughout the County.

**(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;**

**RESPONSE:** There is no Metro line or Amtrak line in close proximity to the Property. However, public bus service is available. In addition, however, the

development of Lot 12 and part of Outparcel B will essentially complete the development of Signature Club. Once again, the proposal to develop three commercial pad sites as part of this Conceptual Site Plan revision will encourage pedestrian utilization by residents of the multifamily units and will discourage automobile use. In addition, the Manning Village Shopping Center is also within walking and bicycle distance. Therefore, this development in general will assist in reducing automobile use.

**(5)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;**

**RESPONSE:** Given the close proximity of this project to the commercial uses at Manning Village Shopping Center as well as the commercial pads which are part of this Conceptual Site Plan revision, there will be an opportunity for this development to foster a 24 hour environment.

**(6)To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;**

**RESPONSE:** Once again, it must be remembered that the property forming the subject matter of this Conceptual Site Plan revision is part of the overall Signature Club development. Pod 2 which comprises the 313 single family detached and townhouse units offer a mix of basically single family uses. The multifamily uses being proposed in this Conceptual Site Plan encourage the horizontal mix envisioned by this purpose. The multifamily uses will offer a different product with a different architectural style thus supporting architectural interest and a



sense of harmony among differing residential offerings. Once again, the three commercial pads which are part of this Conceptual Site Plan revision as well as the proximity of the Manning Village Center, will further provide a mix of uses which will function in harmony.

**(7)To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**

**RESPONSE:** The use of sensitive land planning, including pedestrian connections, the development forming the subject matter of this Conceptual Site Plan will encourage a relationship between the multifamily housing component and the three retail commercial padsites. Again, it cannot be overstated how important the overall Signature Club development is. Pod 1 consisted of the shopping center. Pod 2 consists of the single family detached and townhouse component and Pod 3 will now include multifamily with additional commercial. When viewed as a whole, the project creates dynamic relationships among uses which, while different, function together in harmony.

**(8)To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;**

**RESPONSE:** The development being proposed for Pod 3 as part of this Conceptual Site Plan revision will comply with all current regulations which will result in an efficient design and use of best practices regarding stormwater design techniques. This in turn will result in public facilities and infrastructure which

will support the entire development as opposed to an individual residential project.

**(9)To permit a flexible response to the market and promote economic vitality and investment; and**

**RESPONSE:** The development being proposed is in full conformance with the recommendations of the Master Plan. It also rounds out the entirety of the Signature Club development by providing a third residential use which is sought after in this area of the County. Providing a multifamily product clearly represents a flexible response to market demands. This project will clearly promote and sustain economic vitality.

**(10)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.**

**RESPONSE:** Architecture is not an appropriate criterion for the review and approval of a Conceptual Site Plan. However, Wood has a long and successful record for building attractive multifamily developments in Prince George's County which utilize latest design techniques. This project will be no different. Wood will bring yet another excellent multifamily development to Prince George's County. Residents of the multifamily component will also have the advantage of the three retail pad sites as well as the retail shopping center, all within walking distance.

**(C)To provide for development in accordance with the site design guidelines established in this Division; and**

The development will be designed in a manner to conform with site design guidelines set forth in the Zoning Ordinance. A more thorough analysis of these guidelines will be performed at the Detailed Site Plan stage.

**(D) To provide approval procedures that are easy to understand and consistent for all types of Conceptual Site Plans.**

The approval processes for Conceptual Site Plans are set forth in Section 27-272 through 27-276 of the Zoning Ordinance. They are consistently applied to all Conceptual Site Plans and are detailed and understandable.

## **II. CONCEPTUAL SITE PLANS – SPECIFIC PURPOSES**

The specific purposes of Conceptual Site Plans are set forth in Section 27-272(c)(1) of the Zoning Ordinance. Those specific purposes are:

**(A) To explain the relationships among proposed uses on the subject site, and between the uses on the site and adjacent uses;**

The Conceptual Site Plan filed with this application depicts in general the proposed uses to be located on Lot 12 and Outparcel B, as well as their proposed locations thereon. Additionally, uses that exist or are proposed on adjoining sites are also identified and discussed. In terms of adjacent uses, there are single family homes located to the north, northeast, east and south. The property to the southwest (Pod 1 on CSP-99050) is the Manokeek Village Shopping Center. To the west is Outparcels A & B, which is approved for 76 townhouses, 4 of which will be live/work units. Further west (Pod 2 on CSP-99050) is the Signature Club at Manning Village project, which is currently being developed with 218 townhouses and 95 single family homes. An existing and convenient transportation system will provide convenient access to all adjacent uses.

**(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;**

The precise location of each feature listed in this section will be depicted in greater detail at later stages of the development approval process. With that said, the Conceptual Site Plan submitted with this application shows the layout of the proposed multifamily buildings and up to three commercial/retail pad sites. An internal street and pedestrian system will circulate within the Property to serve these uses as shown on the Conceptual Site Plan drawing submitted with this application. The multifamily buildings will be located generally in the northern portion of the Property, while the three commercial/retail buildings will be located in the southwestern corner of Lot 12. Parking is generally proposed to be provided around all sides of these buildings. Finally, the stormwater management pond will be located in the extreme southwestern portion of the Property abutting Berry Road.

**(C) To illustrate general grading, woodland conservation areas, preservation of sensitive environmental features, planting, sediment control, and storm water management concepts to be employed in any final design for the site; and**

A Stormwater Management Concept Plan (7369-2022-0) and Type 1 Tree Conservation Plan have been filed. Further, a Natural Resource Inventory (NRI-075-2022) was approved on May 27, 2022.

**(D) To describe, generally, the recreational facilities, architectural form of buildings, and street furniture (such as lamps, signs, and benches) to be used on the final plan.**

While architecture and landscaping will be finalized at a later stage in the development process, the site will be designed to incorporate tasteful and attractive architectural features. Street features, including lighting, signs and benches, will be provided at appropriate locations within

the development and generally along the internal private roadways. Private recreational facilities will be provided with details established during later entitlement phases.

## **CONCEPTUAL SITE PLANS – DESIGN GUIDELINES**

Design guidelines for Conceptual Site Plans, in general, are set forth in Section 27-274 of the Zoning Ordinance. An analysis of those applicable provisions follows:

### **(1) General**

This provision dictates that the proposed plan should promote the purposes of Conceptual Site Plans. Those purposes are set forth in Section 27-272 and Section 27-542 and have been analyzed above.

### **(2) Parking, Loading, and Circulation**

This Section sets forth development standards for the provision of parking, loading, and circulation. Final analysis of the application of these provisions will occur at the time of Detailed Site Plan review and approval. However, in general, parking will be provided around all sides of buildings. Parking will be located in close proximity to the uses they serve and large expanses of pavement will be avoided or will be broken up with landscape islands. Vehicular circulation on site will be well-marked to provide for safe and efficient use of the parking compound and access to individual uses by both pedestrians and motorists.

### **(3) Lighting**

The exact lighting which will be proposed and installed will be shown on the Detailed Site Plan. Still, the Applicant submits that lighting will be designed to provide safe passage for both pedestrians and vehicles on site. A photometric study, if required, will be provided at the time of Detailed Site Plan. Light fixtures will be designed and installed to safely and adequately

illuminate the site while providing for the light to be directed in a downward orientation so as not to project glare into the night sky or onto adjoining properties.

#### **(4) Views**

Exact viewsheds and techniques will be provided and identified at the time of Detailed Site Plan. At that time, site design techniques will be incorporated to create a synergistic development. While the actual and final arrangement and orientation of buildings will be determined at the time of Detailed Site Plan, the prominent location of the Property will allow for the creation of scenic views from public areas. Part of this may include the installation of a gateway/entrance feature located near the intersection of Caribbean Way and Manning Road East. Further, the creative use of building materials and landscaping will foster these scenic views.

#### **(5) Green Area**

While perimeter landscaping is shown on the Plan in the form of a buffer along the eastern and northern edge of the Property, in-depth landscaping details will be provided at the time of Detailed Site Plan. Landscaping will further be provided along those portions of the development abutting public roadways. In addition, the monotony of parking compounds will be mitigated by landscape islands. Green area and landscaping will be provided along the fronts of individual uses and the multifamily compound will provide green area for screening and privacy as well as for outdoor seating areas. Green area will also exist around the stormwater pond.

#### **(6) Site and Streetscape Amenities**

Site and streetscape amenities will be addressed at the time of Detailed Site Plan. However, the Applicant submits the ultimate design will include sensitive lighting and sitting areas for patrons. Bicycle racks will be included as will trash receptacles.

### **(7) Grading**

The Property will be graded pursuant to a grading permit issued after plan approval. All grading will occur in strict conformance with approved plans.

### **(8) Service Areas**

Service areas, to the extent they may be needed, will be addressed at the time of Detailed Site Plan review and approval. However, any service areas will be conveniently located and will be screened or effectively enclosed with materials that are compatible with building materials used on primary structures.

### **(9) Public Spaces**

A public space system will be provided within the multifamily component for residents and invitees. In addition, it is anticipated that benches and seating areas will be provided within the commercial/retail component. Pedestrian circulation will be provided by means of sidewalks and marked crossing areas through the parking compound. Exact recreational amenities have not been determined. Provision of a pool will be analyzed.

### **(10) Architecture**

Architecture will be provided, analyzed and approved as part of the Detailed Site Plan.

### **(11) Townhouses and Three-Family Dwellings**

This criterion is inapplicable as no townhouses or three-family dwellings are proposed as part of this Conceptual Site Plan.

## **I. CONCEPTUAL SITE PLANS – PLANNING BOARD REQUIRED FINDINGS**

There are four specific findings that the Planning Board is required to make in order to approve a Conceptual Site Plan. Those findings are listed in Section 27-276(b). Of the four

findings listed therein, only two apply to this Conceptual Site Plan. The findings contained in Section 27-276(b)(2) and (3) are inapplicable as this site is not the subject of a Mixed-Use Planning Community or a Regional Urban Community in the M-X-T Zone. However, the required findings set forth in Section 27-276(b)(1) and (4) are applicable. They provide as follows:

- (1) The Planning Board may approve a Conceptual Site Plan if it finds that the Plan represents a most 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. If it cannot make this finding, the Planning Board may disapprove the Plan.**

The Applicant submits that this Conceptual Site Plan does indeed represent a reasonable alternative for satisfying site design guidelines. Lot 12 was rezoned from the E-I-A Zone to the M-X-T Zone pursuant to the 1993 Subregion 5 Master Plan and Sectional Map Amendment. Outparcel B was rezoned from the R-R Zone to the M-X-T Zone in 2006 pursuant to the approval of Zoning Map Amendment A-9960-C. These rezonings were intended to encourage mixed-use development. As stated on page 2 of the Planning Board Resolution which recommended approval of A-9960, the specific purpose of the rezoning was to “create a more unified development scheme” with, not only the Signature Club property, but also with Lot 12. The proposed multifamily and commercial/retail uses will result in a development that is truly unified with abutting development. Access to the commercial/retail uses will be available to, not just residents of the proposed multifamily building, but also to residents of the larger Signature Club (DSP-04063-04) development, the Addition to Signature Club (DSP-20032) and the general public as well. Although discussed above, it should be reiterated that this Conceptual Site Plan conforms to the site design guidelines of Section 27-274. While some of the site design guidelines will not be fully addressed until the Detailed Site Plan stage, Lot 12 and Outparcel B



can certainly be developed while satisfying those guidelines and without requiring unreasonable cost. Further, it is clear that the proposed development can be designed to function as a vibrant, mixed-use community, especially given the mixed-use recommendations contained in the applicable planning documents.

**(4) The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

Future development of Lot 12 and Outparcel B will conform with all environmental plans including an approved Stormwater Management Plan, Natural Resources Inventory and Tree Conservation Plan. Conformance with these requirements will be further evaluated as part of the Preliminary Plan of Subdivision.

## **II. M-X-T ZONE – SITE PLAN REQUIREMENTS**

In addition to the general Conceptual Site Plan criteria referenced above, in the M-X-T Zone Conceptual Site Plans are also required to conform to the provisions of Section 27-546(b) and (d) of the Zoning Ordinance. Section 27-546(b) requires that Conceptual Site Plans for property in the M-X-T Zone shall provide the following information:

**(1) A general description of the pedestrian system proposed;**

The Conceptual Site Plan shows that the Property will primarily be accessed for vehicular traffic via a traffic circle at the intersection of Manning Road East and Caribbean Way. Two additional access points are also shown. Sidewalks will be provided along all internal streets and crosswalks will be provided where appropriate.

**(2) The proposed floor area;**

As noted in Note 6 on the Conceptual Site Plan, the Applicant proposes approximately 1,035,290 square feet of floor area, or an FAR of 1.4.

**(3) The type and location of uses proposed, and the range of square footage anticipated to be devoted to each;**

The proposed multifamily use will be located generally in seven buildings in the northern portion of the Property. The commercial component will consist of up to three buildings located generally in the western corner of Lot 12. The proposed square footage for each use appears in the Notes of the Conceptual Site Plan. While the Conceptual Site Plan depicts a general lotting pattern, the exact location of lot lines will not be determined until after approval of the Preliminary Subdivision Plan and Final Plats of Subdivision.

**(4) A general description of any incentives to be used under the option method of development;**

This provision is inapplicable.

**(5) Areas proposed for landscaping and screening;**

Final landscaping will be provided as part of the Detailed Site Plan. However, it is proposed that sensitive landscaping will be provided as a buffer along the perimeter of the Property and throughout the site, along street fronts, building fronts and on islands within the parking lots. A composite preliminary proposed Landscape Plan has been filed as part of this application.

**(6) The proposed sequence of development; and**

The Applicant proposes to develop the project in a single phase. Obviously, market forces will determine precise timing and sequence of development.

**(7) The physical and function relationship of the project uses and components.**

A general lotting pattern is shown. Development will conform with the approved lotting pattern as shown on the Preliminary Subdivision Plan and ultimately the Final Plats. The actual relationship between the uses will be shown as part of the Detailed Site Plan.

- (8) Property placed in the M-X-T Zone by a Sectional Map Amendment shall provide supporting evidence which shows whether the proposed development will exceed the capacity of transportation facilities that are existing, are under construction, for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program or within the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) off the County Subdivision Regulations, through participation in a road club), or are incorporated in a specific public facilities financing and implementation program.**

As discussed above, Outparcel B was placed in the M-X-T Zone pursuant to a Zoning Map Amendment (A-9960-C). However, Lot 12 was placed in the M-X-T Zone pursuant to the 1993 Subregion 5 Master Plan and Sectional Map Amendment. A Traffic Impact Analysis prepared by Lenhart Traffic Consulting pursuant to a scoping agreement approved in August of 2023 was filed with this application. That Analysis establishes that adequate transportation facilities will exist to serve this development. This will be updated if requested.

#### **M-X-T ZONE – PLANNING BOARD REQUIRED FINDINGS**

Section 27-546(d) sets forth additional required findings which the Planning Board must make for projects in the M-X-T Zone. Those findings are as follows:

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

The purposes of the M-X-T Zone have been analyzed above. This proposal is in conformance with those purposes.

- (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 or include a major employment use or center which is consistent with the economic development strategies of the Sector Plan or General Plan;**

This provision is inapplicable. Outparcel B was rezoned pursuant to a Zoning Map Amendment, and Lot 12 was rezoned pursuant to the 1993 Subregion 5 Master Plan and 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;**

Specific development details will be shown on the approved Detailed Site Plan, however the project will certainly be developed with an outward orientation. This will be accomplished through the use of attractive signage and building architecture. Site accessibility will also be emphasized to allow patrons and residents to easily access the Property.

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

The proposal for the development of Lot 12 and Outparcel B will certainly be compatible with the residential development that is currently being constructed on the Signature Club property, as well as the Addition to Signature Club development that was recently approved for Outparcels A & B. The multifamily component will provide future residents with an additional housing option, and the commercial component will provide commercial opportunities to existing and future residents of the community.

**(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;**

The actual arrangement of the various multifamily and commercial uses will be proposed as part of the Detailed Site Plan. However, the Applicant submits that these uses will include an effective and efficient pedestrian circulation system including sidewalks and marked crossings within and bordering parking compounds. Both the multifamily and commercial uses will

include sitting areas and effective lighting and buffering techniques to ensure a cohesive development that represents the highest in quality development standards and architectural treatment.

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

It is anticipated that this development will be constructed within a single phase and therefore a staging element will not be necessary.

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

As has been explained above, a comprehensive pedestrian system for both the multifamily and commercial uses will be provided. The system will consist of sidewalks and marked crossing areas within and bordering parking compounds.

- (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**

This provision is presently inapplicable and will be addressed at the time of Detailed Site Plan review and approval.

- (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.**

As noted above, a Traffic Impact Analysis prepared by Lenhart Traffic Consulting was filed with this application. It finds that adequate transportation facilities will be available to serve this development.

- (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).**

See Traffic Impact Analysis prepared by Lenhart Traffic Consulting.

- (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.**

This provision is inapplicable.

### **SECTION 27-548**

Section 27-548 contains M-X-T Zone regulations and establishes additional standards for development in this zone. This 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**

**COMMENT:** The Signature Club East development uses the optional method of development, and specifically utilizes one bonus incentive in Section 27-545(b), as follows:

**(b) Bonus incentives.**

**(4) Residential use.**

**(A) Additional gross floor area equal to a floor area ratio (FAR) of one (1.0) shall be permitted where twenty (20) or more dwelling units are provided.**

**COMMENT:** This CSP proposes a total of up to 300 multifamily residential townhouse units plus three retail pads of 12,600 square feet, thus constituting the required mix of uses. Further, the balance of Signature Club also satisfies the mix. This allows a maximum FAR of 1.40.

**(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.**

**COMMENT:** This CSP shows that the uses as approved will be located in multiple buildings on individual lots.

**(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.**

**COMMENT:** This will apply at Detailed Site Plan.

**(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 uses.**

**COMMENT:** The proposed development is subject to the requirements of the Prince George's County Landscape Manual (Landscape Manual). The development will conform to the Manual.

**(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 of 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.**

**COMMENT:** The FAR for the overall development of The Signature Club Development is 1.4 which was calculated at the time of approval of CSP-99050.

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

**COMMENT:** There are no private structures proposed 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.**

**COMMENT:** This CSP proposes multifamily and retail commercial uses. While the project has frontage on public streets, individual units are served by private streets. This will be approved at the time of Preliminary Subdivision Plan pursuant to Section 24-128.

- (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 (½) 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 facade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front facade 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.

**COMMENT:** This provision is inapplicable to this revision as no townhomes are proposed.

- (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.**

**COMMENT:** This development will conform to this requirement.

- (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).**

**COMMENT:** Outparcel B was rezoned by Zoning Map Amendment A-9960-C and not by Sectional Map Amendment.

### **PRIOR CONDITIONS OF APPROVAL**

The Applicant proposed that this Conceptual Site Plan should be processed as a new application, rather than as a revision to CSP-99050. This is based, in part, on the fact that Outparcel B has never been the subject of an approved Conceptual Site Plan, and was not included in CSP-99050. However, staff believed this application should be processed as a revision to CSP-99050. As explained above, Outparcel B (and not Lot 12) was the subject of a rezoning application (A-9960-C), which was approved subject to conditions. Finally, both Lot

12 and Outparcel B were the subject of Preliminary Plan 4-01064, which was approved subject to conditions. Because a new Preliminary Plan will be needed, the Applicant asserts that the conditions of Preliminary Plan 4-01064 are inapplicable. However, an analysis of prior conditions of approval is nonetheless provided below:

**Zoning Map Amendment Application A-9960-C**

ZMA A-9960-C was approved for what was formerly Parcel 25. Parcel 25 included not just Outparcel B in this Conceptual Site Plan, but also what is now Outparcels A & B on the west side of Manning Road. Lot 12 was not included in ZMA A-9960-C. Analysis of applicable conditions of ZMA A-9960-C is set forth below:

**Condition 1: This condition requires the construction or funding of certain road improvements prior to the issuance of the first building permit or that an approved timetable for construction was negotiated with the operating agency.**

**RESPONSE:** Since numerous permits have already been issued for Signature Club at Manning Village, this condition has been satisfied.

**Condition 2: The total combined development of the west 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.**

**RESPONSE:** This condition is inapplicable as Pod 2 dealt with the original proposal to construct senior housing on what was Lot 11. Entitlements for Pod 2 (Lot 11) were revised and it has now been developed and constructed with a mix of single family detached homes and townhomes. In any event, the property forming the subject matter of this Conceptual Site Plan revision is Pod 3 (Lot 12).

**Condition 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.**

**RESPONSE:** No wetlands are proposed to be disturbed during grading.

**Condition 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.**

Appropriate Noise Studies will be submitted at the appropriate time. No noise study is required until submission of the Preliminary Plan.

**Condition 5: The Conceptual Site Plan shall show the proposed community center in a more prominent location.**

The community center which is referenced in this Condition was proposed to be located on Outparcel A on the west side of Manning Road. Following a request from the owner of Outparcels A & B, the District Council has since deleted this Condition. Therefore, this Condition does not apply to the Property herein (See A-9960-C-01, a copy of which is filed herein.

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

The required bufferyard requirement will be observed.

**Condition 7: The Woodland Conservation Threshold shall be at 20 percent.**

The TCP1 observes this threshold.

#### **CONCEPTUAL SITE PLAN CSP-99050**

CSP-99050 was approved subject to 14 conditions. However, the Applicant submits that only one condition – Condition 7 – could potentially be deemed applicable to this application.

**Condition 7: Total development within the subject property shall be limited to an 800-unit senior housing community, and approximately 447,500 square feet of**

**mixed retail and office space; or different uses generating no more than the number of peak hour trips (576 AM peak hour trips and 1,650 PM peak hour trips) generated by the above development. Community facilities, skilled care facilities, and incidental office and retail space which are not public but are developed within the senior housing community shall be considered ancillary and additional to the permitted 800-unit community.**

Conformance with this Condition will be analyzed in greater detail at the time of Preliminary Plan of Subdivision. During that review, the project will be evaluated for adequacy of public facilities. This will involve a thorough traffic analysis which will predict the number of AM and PM peak hour trips expected to be generated by the project. It is expected that the trip projection will fall within the maximum permitted trip cap established in this Condition.

While none of the other conditions are applicable, a summary of those conditions follows:

**Condition 1. This condition required compliance with certain revisions and development standards which were to be applied at the time of Detailed Site Plan. Therefore, this condition is inapplicable.**

**Condition 2. This condition requires the approval of a Preliminary Plat of Subdivision prior to Detailed Site Plan and is inapplicable.**

**Condition 3. This condition requires certificates of occupancy to be issued in Pods 1 and 2. Pod 1 is the shopping center parcel and Pod 2 is what was previously Lot 11 and included the single family detached and townhouse developments. This condition is not applicable.**

**Condition 4. This condition requires a Type 1 Tree Conservation Plan to be refined at the time of Preliminary Subdivision Plan. It is inapplicable.**

**Condition 5. This condition requires submission of a noise study at the time of the Preliminary Subdivision Plan approval for Pod 2 (Lot 11). This Conceptual Site Plan revision deals with Pod 3 (Lot 12).**

**Condition 6. This condition requires noise attenuation measures to be implemented prior to approval of a Detailed Site Plan. It is inapplicable.**

**Condition 7. This condition has been addressed above.**

**Condition 8. This condition requires either construction or financial assurances for road improvements which were required prior to any initial development of Signature Club. These improvements have already been made.**

**Condition 9.** This condition requires exits from Pod 1 (the shopping center) to be reviewed at the time of Detailed Site Plan. It is inapplicable.

**Condition 10.** This condition requires the provision of adequate right-of-way along MD 210 and MD 228 at the time of Preliminary Plan of Subdivision. This has already occurred for Pods 1 and 2.

**Condition 11.** This condition requires dedication of Parcel C to M-NCPPC. This has already occurred.

**Condition 12.** This condition required dedication of Parcels G and H to M-NCPPC. This has already occurred.

**Condition 13.** This condition requires that internal paths or trails be a minimum of six feet wide. This is to be enforced at the time of Preliminary Subdivision Plan. A condition to this effect is included on this Conceptual Site Plan revision.

**Condition 14.** This condition requires signage and pavement markings to be provided to insure safe crossings at the Berry Road/Manning Road intersection. This occurred at the time of the development of Pod 1 and Pod 2.

#### **CONCEPTUAL SITE PLAN CSP-99050-01**

CSP-99050 was the subject of a revision (CSP-99050-01) approved in 2006. As noted above, this revision applied only as to Pod 2 (and Lot 11), which has now been developed with 218 townhouses and 95 single-family detached dwellings, in a project known as “Signature Club at Manning Village.” The purpose of the revision was solely related to amending the site layout and unit-mix for Pod 2 from 800 age restricted units to 315 single family detached and townhouse units. It did not impact Pod 3 (Lot 12 herein), and therefore the Applicant submits that CSP-99050-01 is inapplicable to this application.

## **PRELIMINARY PLAN 4-01064**

Given that this project will require approval of a new Preliminary Subdivision Plan, it is the Applicant's position that the conditions of approval in Preliminary Plan 4-01064 are inapplicable. Because of staff's request, an analysis of those conditions follows:

**Condition 1: Development of Lot 12 shall be in compliance with the approved type I Tree Conservation Plan (TCPI/52/97/01). The following note shall be placed on the Final Plat of Subdivision:**

**"Development of Lot 12 is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/52/97-01), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy."**

**RESPONSE:** This condition is noted. The Applicant will conform to all requirements of the applicable approved Type I Tree Conservation Plan and as it may be modified by a Type 2 Tree Conservation Plan.

**Condition 2: A Type II Tree Conservation Plan shall be approved in conjunction with the Detailed Site Plan.**

**RESPONSE:** Noted. This will be addressed at the time of Detailed Site Plan.

**Condition 3: Total development within the subject property shall be limited to 157,500 square feet of mixed retail and office space or different uses allowed under the governing Conceptual Site Plan which generate no more than 147 AM peak hour trips and 524 PM peak hour trips. Any development with impact greater than that identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

**RESPONSE:** Noted. The Applicant is now filing a revision to the Conceptual Site Plan which will be followed by a new Preliminary Subdivision Plan. Adequacy will once again be addressed at the time of that Preliminary Subdivision Plan and, if necessary, the trip cap will be adjusted.



**Condition 4:** Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, or (b) have been permitted for construction through the SHA access permit process, and (c) have an agreed-upon timetable for construction with the SHA or the DPW&T.

**MD 228 AT Manning Road:**

...

**Manning Road at Senior Living/Retail entrance (north of MD 228):**

**RESPONSE:** It is the Applicant's position these improvements have been addressed and either implemented or funded pursuant to the development of Pod 2 (prior Lot 11). Notwithstanding this fact, this condition requires the transportation improvements listed to be funded, or permitted, and have an agreed upon timetable for construction prior to the issuance of building permits. Therefore, the condition is noted.

**Condition 5:** At the time of final plat approval, the applicant shall dedicate right-of-way along Manning Road as shown on the submitted preliminary plan. Improvements within the dedicated right-of-way shall be determined by DPW&T.

**RESPONSE:** To the extent any additional dedication is needed or required along Manning Road, it will occur along this property's frontage at the time of Preliminary Subdivision Plan.

**Condition 6:** The applicant, his heirs, successors and/or assignees shall provide an internal trail system, subject to the following:

- a. All internal paths/trails shall be a minimum of six-feet wide and asphalt.

- b. **Appropriate signage and pavement markings shall be provided in order to ensure safe pedestrian crossings at the Berry Road and Manning Road intersection.**

**RESPONSE:** This will be addressed at the time of Preliminary Subdivision Plan.

**Condition 7:** The following note shall be placed on the final plat:

**An automatic fire suppression system shall be provided in all proposed buildings in accordance with the National Fire Protection Association Standard 13 and all applicable Prince George's County laws.**

**RESPONSE:** This condition has no application to the instant Conceptual Site Plan revision.

**Condition 8:** Prior to signature approval, the preliminary plan shall be revised to designate the property as Outparcel B.

**RESPONSE:** This condition was addressed at the time the Preliminary Plan was certified. Outparcel B was also the subject of a final plat of subdivision and is designated as such thereon.

**Condition 9:** Development of Outparcel B shall require approval of a new preliminary plan of subdivision.

**RESPONSE:** This condition is noted and a new Preliminary Subdivision Plan will be filed subsequent to approval of this Conceptual Site Plan revision.

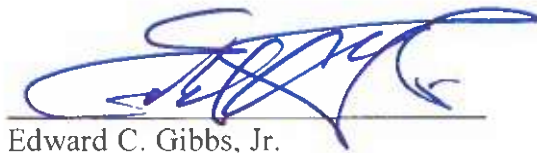
**Condition 10:** Development of the property with residential uses allowed in the zone will trigger the need for approval of a new preliminary plan with appropriate findings of adequacy, including adequacy of public schools and parks.

**RESPONSE:** The Applicant will be submitting a new Preliminary Plan of Subdivision following approval of this Conceptual Site Plan revision application. This condition is

noted. This Conceptual Site Plan does propose residential uses on what is presently Lot 12 and Outparcel B. A new Preliminary Subdivision Plan will follow.

### **CONCLUSION**

For the foregoing reasons, the Applicant submits that all required criteria for approval of this Conceptual Site Plan application are met and satisfied. The Applicant therefore requests that the Conceptual Site Plan be approved as requested.

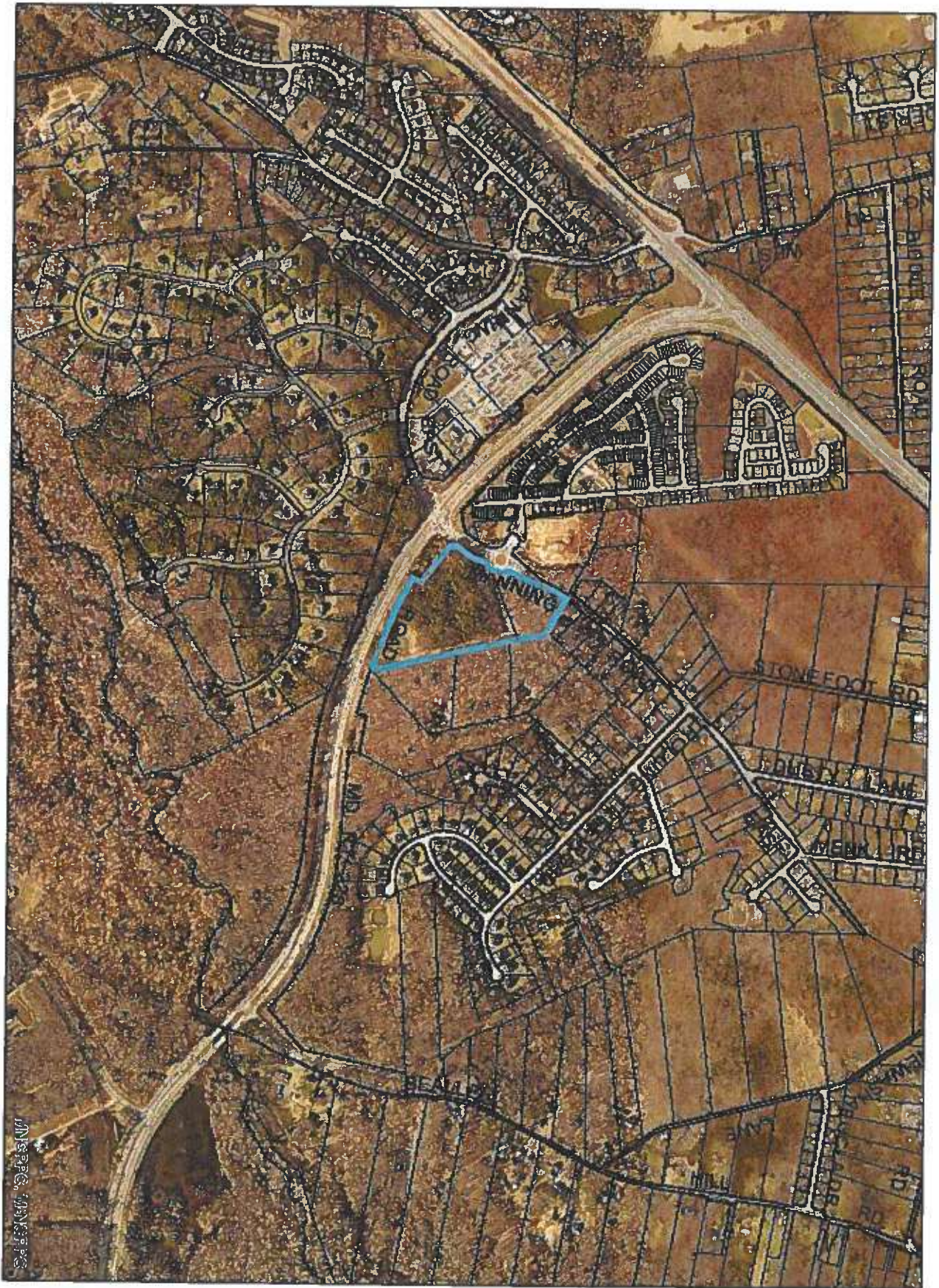


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Largo, Maryland 20774  
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egibbs@gibbshaller.com  
Attorney for the Applicant.





8.5X11\_Landscape

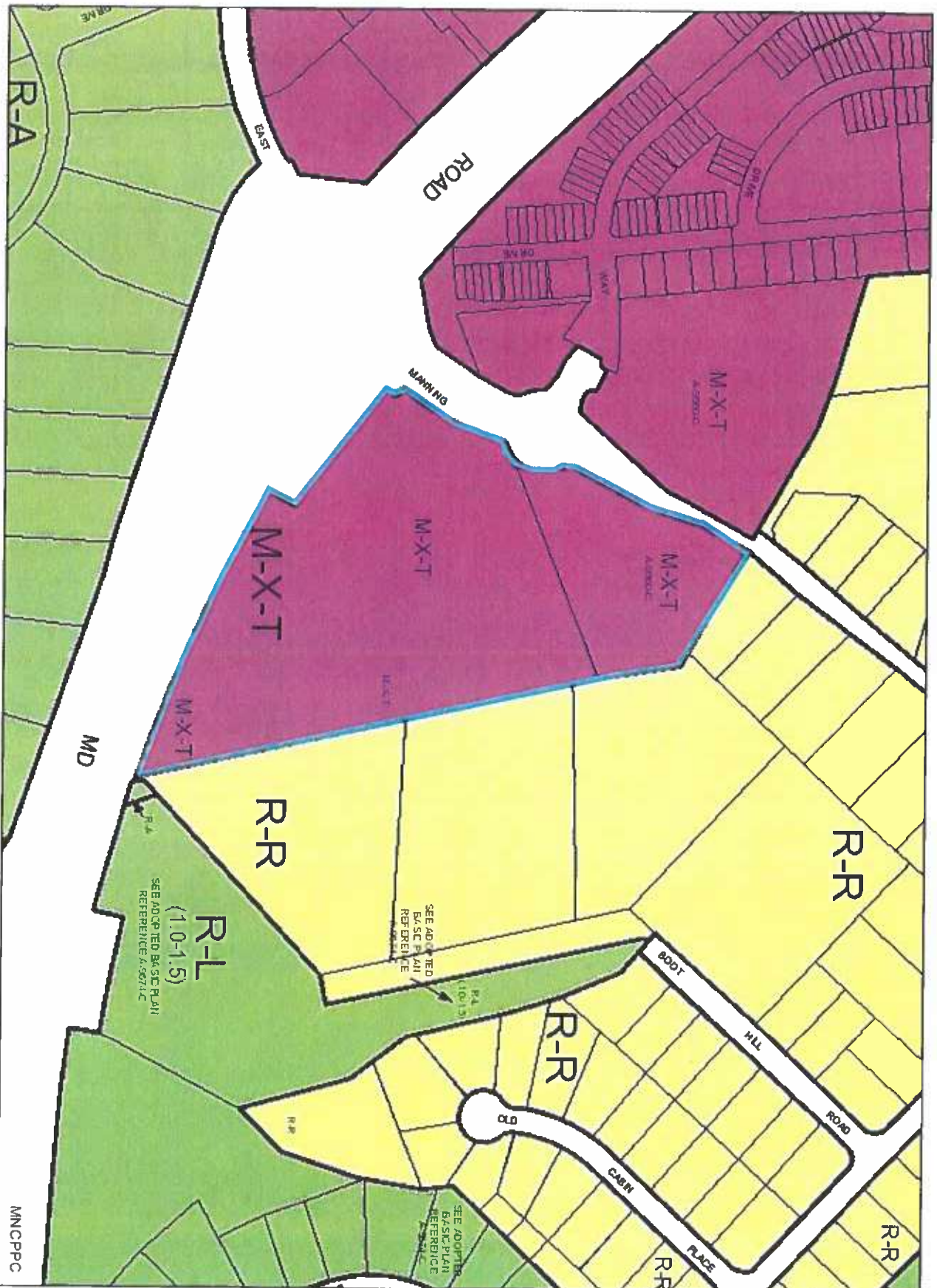


“Exhibit “A”





# 8.5X11\_Landscape

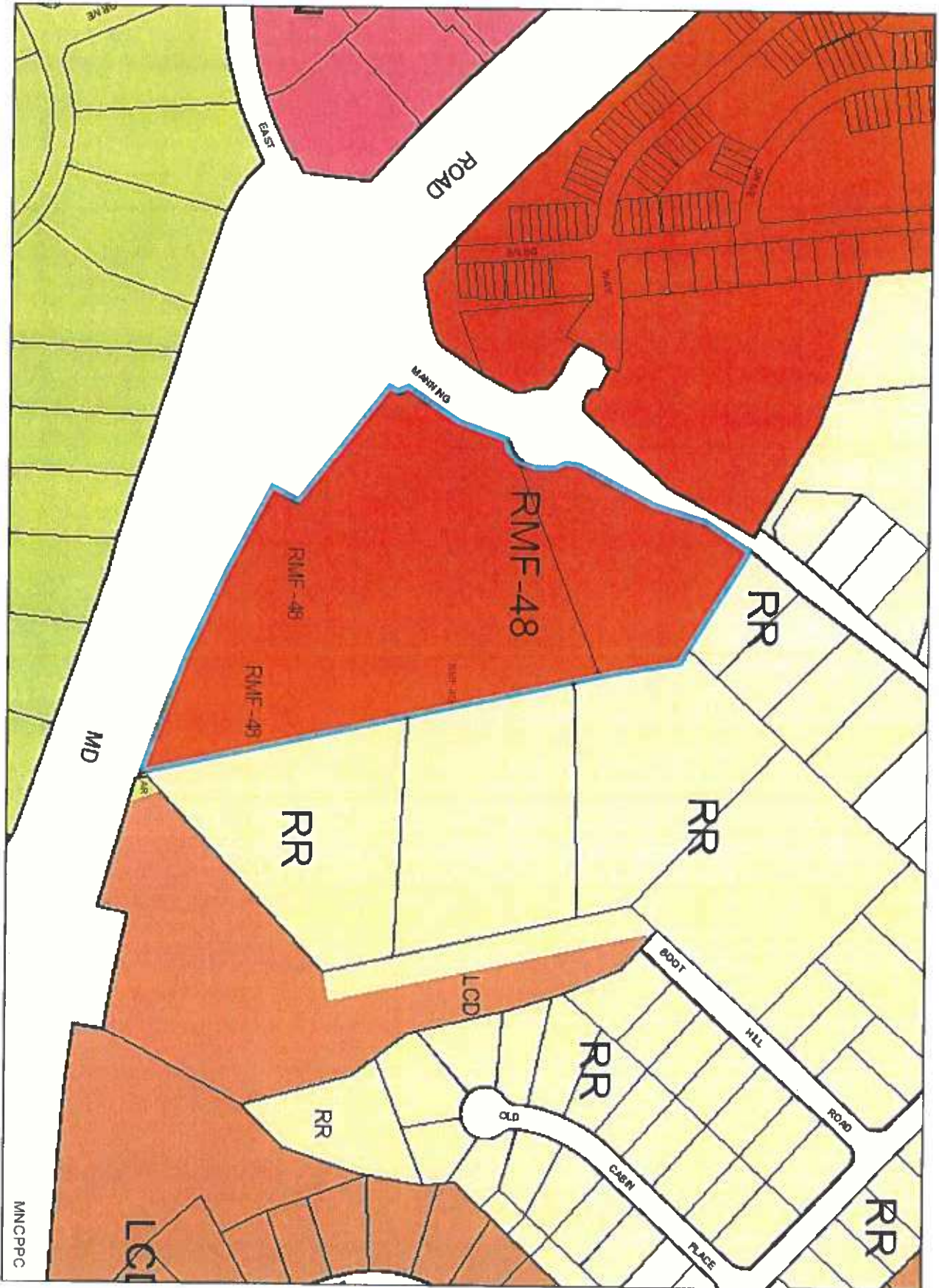


“Exhibit “B”





# 8.5X11\_Landscape



“Exhibit “C”

**CORRECTION**

THE FOLLOWING CORRECTIONS TO THE PLAT OF LOT 12, PLAT FOURTEEN, MANOKEE, PRINCE GEORGES COUNTY, MARYLAND, AS SHOWN ON PLAT NO. S 522599, 52602 AND 53647, ARE HEREBY MADE BY THE PRINCE GEORGES COUNTY PLANNING COMMISSION AND THE PRINCE GEORGES COUNTY ENGINEERING DIVISION, IN ACCORDANCE WITH THE PROVISIONS OF THE MARYLAND PLANNING AND ZONING ACT, CHAPTER 29, SECTION 29-201, AS AMENDED.

THE CORRECTIONS ARE AS FOLLOWS:

- THE CORRECTION TO THE PLAT OF LOT 12, PLAT FOURTEEN, MANOKEE, PRINCE GEORGES COUNTY, MARYLAND, AS SHOWN ON PLAT NO. S 522599, 52602 AND 53647, IS TO CORRECT THE AREA OF THE PLAT TO BE 1.0000 ACRES, AS SHOWN ON THE PLAT.
- THE CORRECTION TO THE PLAT OF LOT 12, PLAT FOURTEEN, MANOKEE, PRINCE GEORGES COUNTY, MARYLAND, AS SHOWN ON PLAT NO. S 522599, 52602 AND 53647, IS TO CORRECT THE PERIMETER OF THE PLAT TO BE 1.0000 ACRES, AS SHOWN ON THE PLAT.
- THE CORRECTION TO THE PLAT OF LOT 12, PLAT FOURTEEN, MANOKEE, PRINCE GEORGES COUNTY, MARYLAND, AS SHOWN ON PLAT NO. S 522599, 52602 AND 53647, IS TO CORRECT THE AREA OF THE PLAT TO BE 1.0000 ACRES, AS SHOWN ON THE PLAT.
- THE CORRECTION TO THE PLAT OF LOT 12, PLAT FOURTEEN, MANOKEE, PRINCE GEORGES COUNTY, MARYLAND, AS SHOWN ON PLAT NO. S 522599, 52602 AND 53647, IS TO CORRECT THE PERIMETER OF THE PLAT TO BE 1.0000 ACRES, AS SHOWN ON THE PLAT.

**NOTES**

1. THE PLAT IS SUBJECT TO THE PROVISIONS OF THE MARYLAND PLANNING AND ZONING ACT, CHAPTER 29, SECTION 29-201, AS AMENDED.

2. THE PLAT IS SUBJECT TO THE PROVISIONS OF THE MARYLAND PLANNING AND ZONING ACT, CHAPTER 29, SECTION 29-201, AS AMENDED.

3. THE PLAT IS SUBJECT TO THE PROVISIONS OF THE MARYLAND PLANNING AND ZONING ACT, CHAPTER 29, SECTION 29-201, AS AMENDED.

4. THE PLAT IS SUBJECT TO THE PROVISIONS OF THE MARYLAND PLANNING AND ZONING ACT, CHAPTER 29, SECTION 29-201, AS AMENDED.

5. THE PLAT IS SUBJECT TO THE PROVISIONS OF THE MARYLAND PLANNING AND ZONING ACT, CHAPTER 29, SECTION 29-201, AS AMENDED.

**SURVEYOR AND BOUNDER CERTIFICATE**

I, **DAVID J. HARRIS**, a duly licensed Professional Surveyor in the State of Maryland, do hereby certify that the foregoing plat is a true and correct representation of the land shown on the plat, and that the same has been surveyed and measured in accordance with the provisions of the Maryland Surveying and Mapping Act, Chapter 29, Section 29-201, as amended.

WITNESSED MY HAND AND SEAL OF OFFICE, THIS 12th DAY OF FEBRUARY, 2005.

**DAVID J. HARRIS**  
Professional Surveyor  
No. 0000000000

**FOR PUBLIC WATER AND SEWER SYSTEMS ONLY**

THE MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
PRINCE GEORGES COUNTY PLANNING BOARD

APPROVED: **March 3, 2005**  
**David J. Harris**  
ASSISTANT SECRETARY

WNCIP & C. RECORD FILE NO. 5-05030

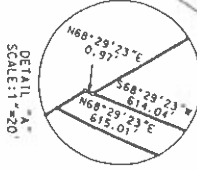
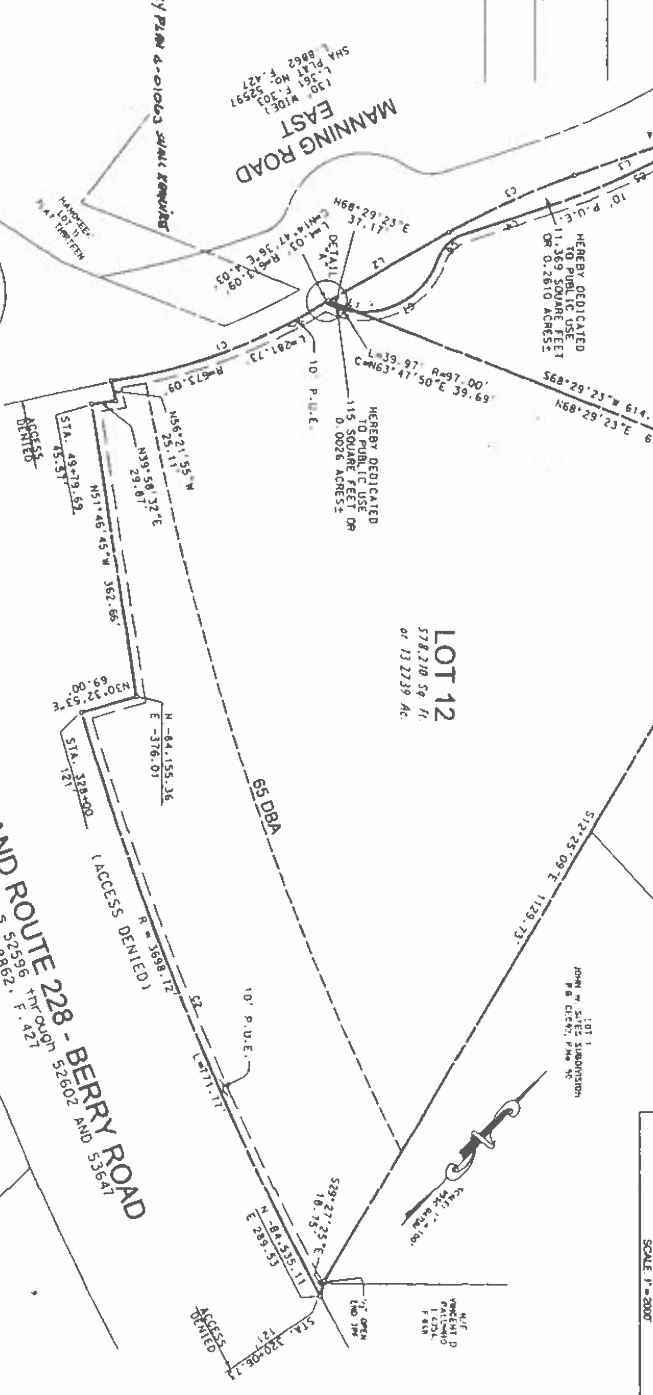
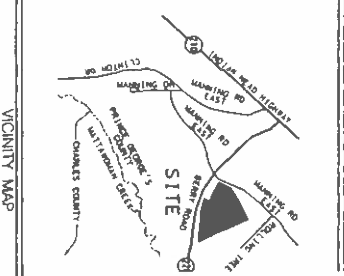
T.M. 161 GRID D-2 221 SW 1 ZONED M-X-1

**LINE DATA TABLE**

NO.	BEARING	DIST.
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2	S 89° 45' 42" W	164.937
3	N 89° 45' 42" E	164.937
4	S 89° 45' 42" W	164.937

**CURVE DATA TABLE**

NO.	BEARING	DIST.	CHORD BEARING	CHORD DIST.
1	N 89° 45' 42" E	164.937	N 89° 45' 42" E	164.937
2	S 89° 45' 42" W	164.937	S 89° 45' 42" W	164.937
3	N 89° 45' 42" E	164.937	N 89° 45' 42" E	164.937
4	S 89° 45' 42" W	164.937	S 89° 45' 42" W	164.937



**NOTES**

1. OUTPARCEL 'B' HAS NOT BEEN APPROVED FOR PUBLIC WATER AND SEWER SERVICE.

**FILED**

**PLAT FOURTEEN MANOKEE**  
RESUBDIVISION OF OUTLOT 3  
PLAT BOOK VJ 189 PLAT NUMBER 11  
PRINCE GEORGES COUNTY, MARYLAND  
SCALE 1" = 100'  
DECEMBER, 2004



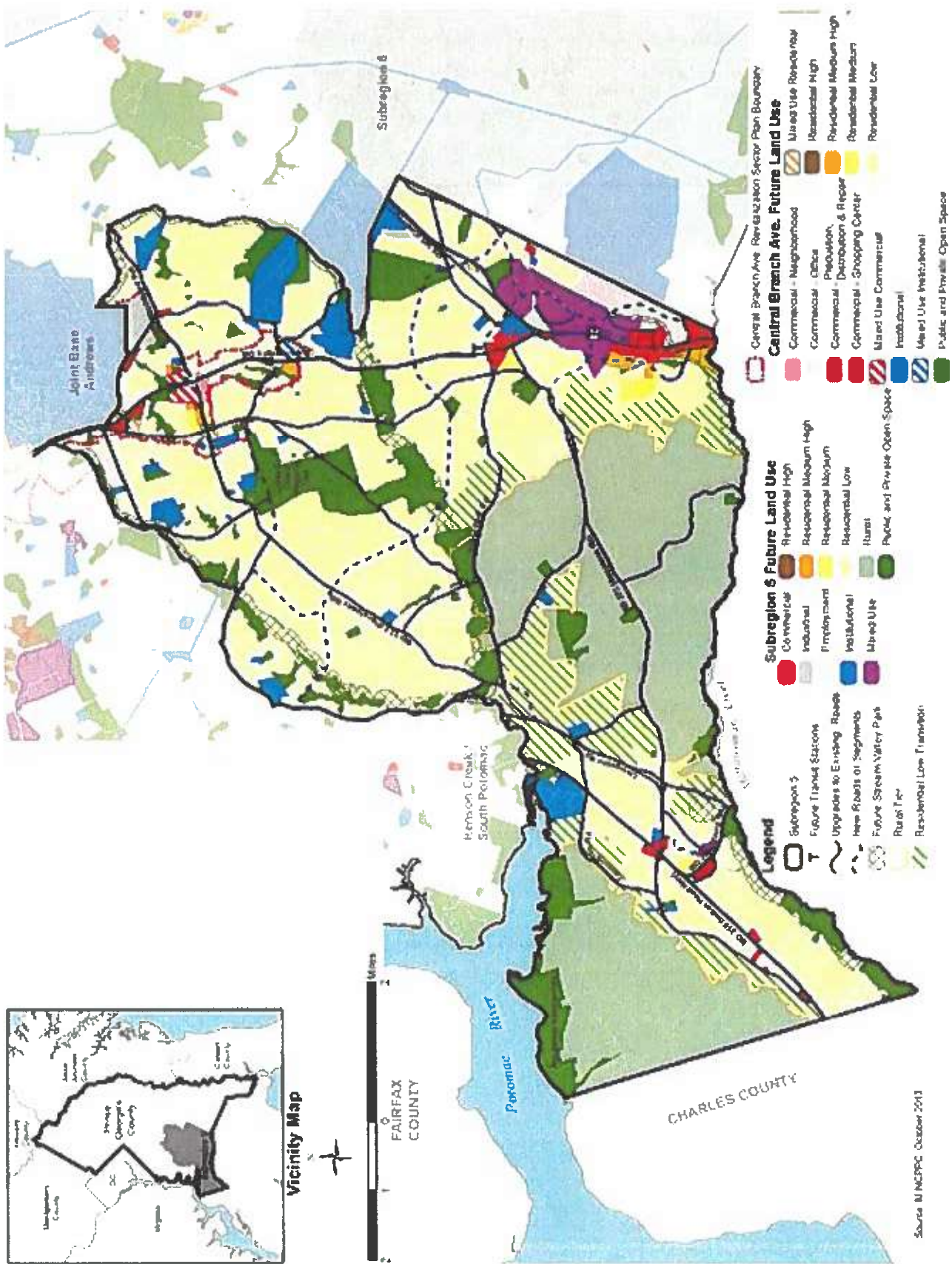
LANDMAN OFFICE  
4166 Forbes Boulevard, Lanham, MD 20706  
P: 301.794.7333 F: 301.794.7366  
www.Landman.com

Engineering Planning Surveying Environmental Sciences  
P104835 MSN 5241250 - 16454

REP305-46

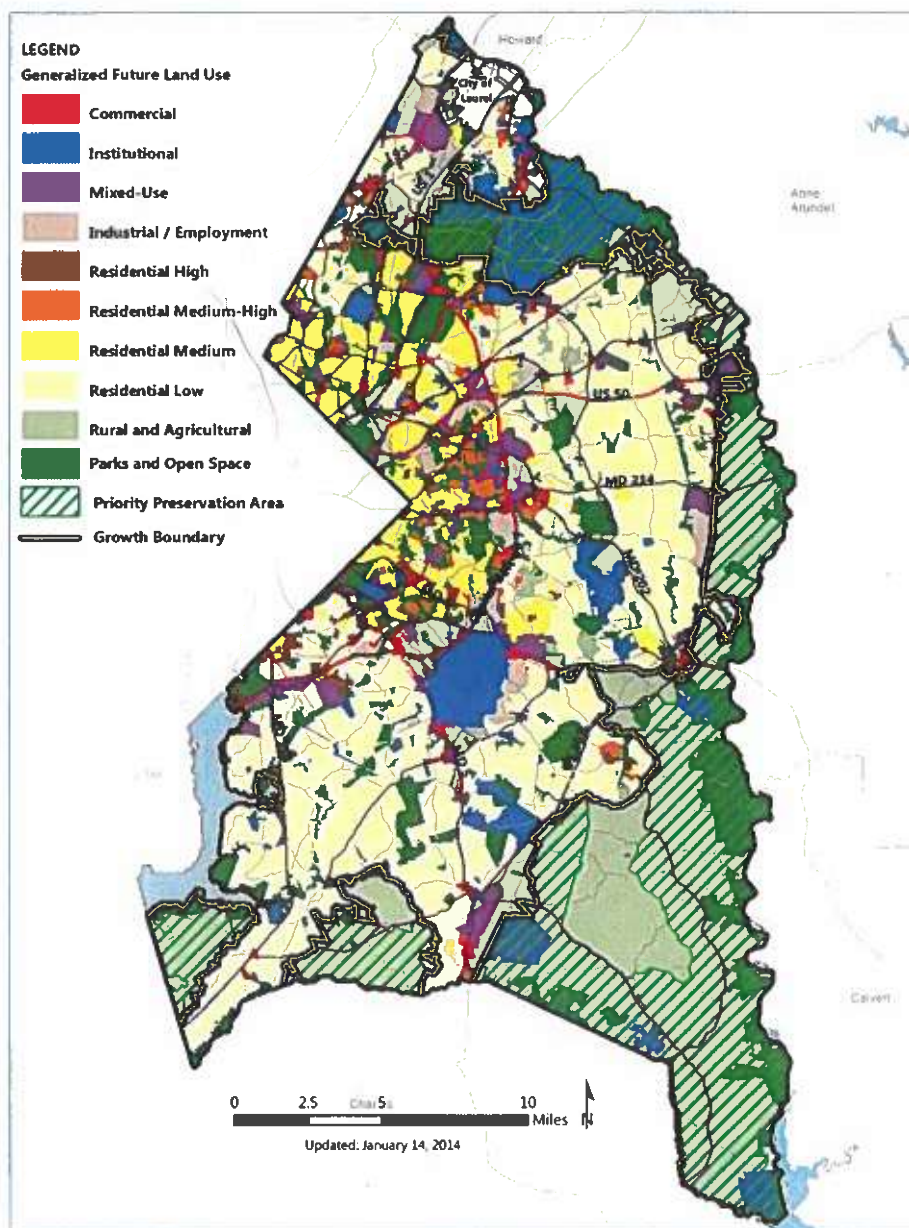


Map IV-1: Future Land Use





Map 10. Generalized Future Land Use Map



The Generalized Future Land Use Map is not a zoning map and is not intended to identify land uses and zoning for specific properties.

Source: M-NCPPC, 2014

This map generalizes future land use designations as shown in approved sector and master plans. It does not follow parcel boundaries, and its land use categories do not identify permitted uses or imply dimensional standards. By definition, this map should be interpreted broadly and is intended to provide a countywide perspective of future land use patterns. To identify the future land use designation for a specific property, please refer to the property's relevant approved sector or master plan.

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

EDWARD C. GIBBS, JR.  
THOMAS H. HALLER  
JUSTIN S. KORENBLATT

(301) 306-0033  
FAX (301) 306-0037  
gibbshaller.com

May 23, 2025

DRD Applications  
The Maryland-National Capital  
Park and Planning Commission  
1616 McCormick Drive  
Largo, Maryland 20774  
Attn: David Meyerholtz  
Emery Huang Te-sheng

Re: Signature Club East/CSP-23002

Dear David and Emery:

As a supplement to the responses prepared by the site civil engineer, Vika, in response to SDRC comments, I would like to note the following:

1. In my Statement of Justification, I had indicated that the multifamily residential units would be included within seven individual buildings on site. That statement was in error. In actuality, there are eight proposed individual multifamily buildings. Please accept this correspondence as my correction of that inaccurate statement.
2. In my Statement of Justification, I indicate that Note 6 on the Conceptual Site Plan proposes that Signature Club in total will comprise 1,035,290 square feet of floor area. In actuality, the proposed floor area is 1,176,100 square feet which results in an FAR of 0.27. Note 6 was amended by the civil engineer subsequent to the submission of my initial Statement of Justification. Please accept this correspondence as a correction.
3. On page 24 of my Statement of Justification the first "Comment" at the top of the page contains the following statement:

"This CSP proposes a total of 300 multifamily residential townhouse units plus three retail pads of 12,600 square feet . . ."

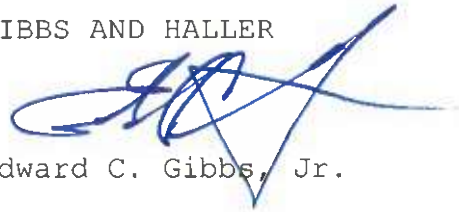
The word "townhouse" should not have been included in that sentence. Obviously, the project consists of 300 multifamily residential units plus three retail pads consisting of 12,6000 square feet.

4. During the SDRC meeting, Ivy Thompson, on behalf of the Parks Department, questioned whether or not residents of this development will have access to the recreational facilities in the larger Signature Club community located immediately west across Manning Road. I have made inquiry with Caruso Homes, the developer of that section of Signature Club. I have been advised that the residents of the multifamily buildings in this portion of the development will not have access to those recreation facilities. I will also note however that the Conceptual Site Plan filed by Wood Partners in this case clearly indicates that there will be recreational facilities provided as part of this development. Those facilities include a clubhouse.

Once again, please have these comments added to the SDRC responses provided by my client.

Very truly yours,

GIBBS AND HALLER

A handwritten signature in blue ink, appearing to read "E. Gibbs, Jr.", with a large, sweeping flourish extending to the right.

Edward C. Gibbs, Jr.

cc: Scott Zimmerly  
Zach Albert

## Signature Club East CSP-23002 Justification for Specimen Tree Variance

TO: Prince George's County Planning Department

ATTN: Environmental Planning

VIA: Electronic

DATE: January 23, 2024, Revised May 23, 2025

As required by Section 25-119(d)(1) of the Woodland and Wildlife Habitat Conservation Ordinance, we are submitting this justification in support of impacts and removals to specimen trees. Under Section 25- 122(b)(1)(D), the submitted TCP1 shows the limits of disturbance allowing for the construction of the proposed development using standard building techniques and addressing the applicable provisions of County Code. No special techniques are proposed.

### Case Name & Number

Signature Club East, CSP-23002 and associated TCP1.

### Description & Location of Subject Property

The approximately 16.90-acre project area is situated on the east side of Manning Road at the northeast intersection of Berry Road (MD Route 228) and comprising two properties located at 340 and 420 Manning Road East. The property at 340 Manning Road East is 13.27 acres and is identified as Manokeek Lot 12 per Plat Fourteen Manokeek recorded in plat book 205 page 46. The property at 420 Manning Road East is 3.63 acres and is identified as Outparcel B per Plat Fourteen Manokeek recorded in plat book 205 page 46.

Currently the project area contains no improvements other than a stormwater management facility located in southeast side of Lot 12, and an associated gravel road that connects the stormwater management facility to Manning Road along the eastern edge of Lot 12. The project area is covered by 13.32 acres of woodland. There are ten (10) specimen trees located on and in the immediate vicinity of the property. The Applicant is requesting the removal of four (4) and impacts to two (2) specimen trees.

Under Section 25-118(b)(84), a specimen tree is defined as a tree having a diameter at breast height of 30 inches or more; trees having 75% or more of the diameter at breast height of the current champion of that species; or a particularly impressive or unusual example of a species due to its size, shape, age, or any other trait that epitomizes the character of the species. This definition includes all

the United States, the State of Maryland and County, or municipality champion trees.

## Summary of Proposed Use & Impacts

Signature Club East is the consolidation of two lots into an approximately 16.90-acre property that will be subdivided into four or more lots for multi-family residential units split between two (2) or more buildings and up to 12,600 square feet of commercial uses divided between three (3) or more retail pads. No regulated environmental features or floodplain areas exist on the project site according to NRI-075-2022.

As part of the proposed Project, Applicant seeks a variance to remove several specimen trees on the Property. The following table lists the six (6) specimen trees, four (4) of which Applicant seeks a variance to remove, two (2) of which will be impacted but saved.

TREE NO.	BOTANICAL NAME	COMMON NAME	D.B.H. (in.)*	CONDITION	% CRZ IMPACT	DISPOSITION
ST-31	<i>Quercus alba</i>	White Oak	33	Good	100	REMOVE
ST-34	<i>Fagus grandifolia</i>	American Beech	33	Fair	65	REMOVE
ST-35	<i>Quercus alba</i>	White Oak	33	Good	91	REMOVE
ST-38	<i>Quercus alba</i>	White Oak	34	Good	22	SAVE
ST-39	<i>Quercus alba</i>	White Oak	33	Fair	52	REMOVE
OST-5	<i>Quercus alba</i>	White Oak	30	Fair	2	SAVE

\*Diameter at Breast Height

## Justification of Variance

(a) Describe the special conditions peculiar to the property which would cause the unwarranted hardship;

As the Project is the third development pod of a multiphase project, the Project utilizes the existing traffic circle at the intersection of Caribbean Way and Manning Road East developed as part of the Signature Club at Manning Village as the Project's primary entrance. This sets the main paths of vehicular circulation and locations of the proposed buildings. The Project has been intentionally designed to create a unified development scheme with the existing Signature Club.

One (1) of the four (4) trees (ST-31) proposed for removal is located within the center of the site, entirely within the LOD; the remaining trees (ST-34, ST-35, ST-38, ST-39, and OST-5) are located along the perimeter of the site within or near the LOD that makes removing all impacts to them impractical. Grading and other design considerations impacting the trees were minimized to the extent practicable. Denial of the variance would cause unwarranted hardship by significantly reducing the area of the Property that could be redeveloped. This would preclude implementation of the Project, considerably undermine the economic viability of any redevelopment of the Property and prevent achievement of the County's adopted planning goals made manifest by the rezoning of this property to the MXT zone.

The MXT zone's purposes are several-fold:

- 1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers 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;
- 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 of residential, commercial, recreational, open space, employment, and institutional uses;
- 3) 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;
- 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;
- 5) 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;
- 6) To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;
- 7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;
- 8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;
- 9) To permit a flexible response to the market and promote economic vitality and investment; and
- 10) 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.

Of these Purposes, several are related to the location and expectations for development of the Property, regardless of future development typology, others are related to the future mixed-use



character of the development. In all cases, denial of the proposed variances would result in an unwarranted hardship based on the special conditions related to the location, zoning, and previous approvals of this Property.

To appropriately meet the Purposes of the zone, for example, significant grading and infrastructure is required. This site is in the vicinity of the major intersection of Indian Head Highway and Berry Road and is a part of a larger mixed-use development originally approved under Conceptual Site Plan CSP-99050 (see excerpt from cover page, below). Lot 12 was previously known as “POD 3” under that CSP and included significant development of the parcel.

The inherent value of the land and proposed development based on this location would be severely curtailed without the ability to remove the trees and grade the site for the anticipated density.

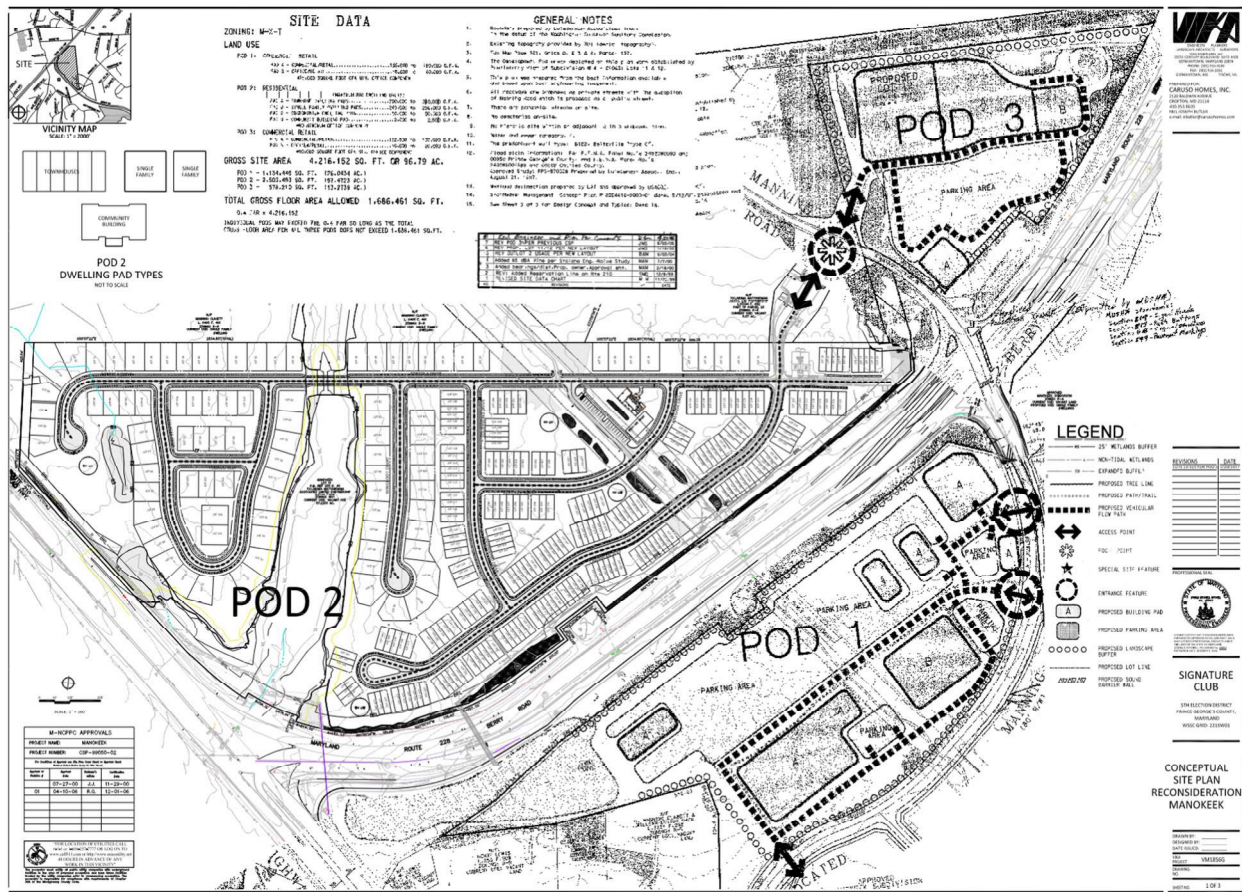


Figure 1: Excerpt from CSP-99050

The project will require removal of four (4) specimen trees and impacts to

two (2) others located within the Project boundaries. Efforts to minimize or avoid the specimen trees are described in the following section

#### Specimen Tree 31

Proposed CRZ impact: Severe at 100%

Tree Condition: Good

Waiver request: Approve for removal

Tree 31, a White Oak is located entirely inside the proposed multifamily building footprint on proposed Lot 1. The tree currently sits at approximately elevation 191.4 along a swale leading to the east. To effectively grade this site for vehicular and pedestrian access and ADA accessibility from the entry point at approximately elevation 203, the proposed buildings are set at a finish floor elevation of 195. Thus, even if the footprint was reconfigured around the tree, up to 4 feet of fill would be needed in this central location on the Property.

Walls and terracing is not an option for the location given the circulation routes, infrastructure constraints (such as maximum pipe depths and minimum slopes), and other standard engineering parameters.

White oaks are less tolerant than most oaks to damage during construction, especially to their roots. Even if grading, parking, or building shifts were made, fill or walls around this tree would lead to considerable root damage and significant soil compaction leading to reduced aeration and water availability; thus this tree is not viable to save.

#### Specimen Trees 34, and 35

Proposed CRZ impact: Severe at 65% and 91%, respectively.

Tree Condition: Fair and Good, respectively.

Waiver request: Approve for removal

These trees are proposed for removal due to their location inside the proposed Limits of Disturbance (LOD). Tree 34, American Beech, and Tree 35, a White Oak are impacted due to grading to establish parking bays and drive aisles servicing the proposed multifamily building to public standards and ADA requirements.



Tree 34 has low tolerance to construction stress and is already in fair condition. Final grade at its location is approximately 18" above existing grade. While Tree 35 has moderate tolerance to construction damage, final grade at its location is approximately 10 feet above existing grade. The required grading will cause significant soil compaction leading to reduced aeration and water availability; thus these trees are not viable to save. Retention of these trees is impossible without creating very large retaining walls uphill along the length of the parking area at exorbitant cost that would require them to be maintained by the property owner, the failure of which could lead to significant damage to persons or property.

#### Specimen Tree 38

Proposed CRZ impact: Moderate, at 22%

Tree Condition: Good

Wavier Request: Approve Tree 38 for impact, Approve Tree 39 for removal

Tree 38, a White Oak, is proposed for a moderate impact due to their location near the proposed Limits of Disturbance (LOD). Impacts are due to grading to establish parking bays and drive aisles servicing the proposed multifamily building to public standards and ADA requirements.

Tree 38 has low tolerance to construction damage, especially to the roots, but limited cutting is proposed in this area and fill above existing grade will be limited to 1' to 4' over approximately 20% of the CRZ. As the tree is in good condition, it is expected to survive with adequate tree protection measures.

#### Specimen Tree 39

Proposed CRZ impact: Severe at 52% respectively

Tree Condition: Good

Wavier Request: Approve for removal

Tree 39, a White Oak, is proposed for removal due to its location inside the proposed Limits of Disturbance (LOD). Impacts are due to grading to establish parking bays and drive aisles servicing the

proposed multifamily building to public standards and ADA requirements.

Tree 39 also has low tolerance to construction damage, especially to the roots, and the required grading will cause significant soil compaction leading to reduced aeration and water availability. Although at the foot of hill, the western half of the CRZ requires fill above the existing grade of 2' to 8'. Retention of this tree is impossible without creating very large retaining walls uphill along the length of the parking area at exorbitant cost that would require them to be maintained by the property owner, the failure of which could lead to significant damage to persons or property.

#### Specimen Tree OST-5

Proposed CRZ impact: Minimal, at 2%

Tree Condition: Fair

Wavier Request: Approve for impact

Tree OsT-5, a White Oak, is proposed for a minimal impact due to its location near the proposed Limits of Disturbance (LOD). Impacts are due to grading to establish parking bays and drive aisles servicing the proposed multifamily building to public standards and ADA requirements.

Tree 38 has low tolerance to construction damage, especially to the roots, but limited cutting is proposed in this area and fill above existing grade will be limited to about 6" over approximately only 2% of the CRZ. Even though the tree is in fair condition, given the limited impact, it is expected to survive with adequate tree protection measures.

In sum, the Applicant would suffer unwarranted hardship if the removal and disturbance of the designated trees is not permitted given that their removal is necessary to construct the proposed mixed-use development upon the Property. Unwarranted hardship is demonstrated, for the purpose of obtaining a Specimen Tree Variance, when an applicant presents evidence that denial of the Variance would deprive the Applicant of the reasonable and substantial use of the property. The Property being developed into a mixed-use community is within the class of reasonable and substantial uses that justify the approval of a Specimen Tree Variance.

*(b) Describe how enforcement of this Chapter will deprive the landowner of rights commonly enjoyed by others in similar areas;*

Denial of the variance would deprive the Applicant of rights commonly enjoyed by others in similar areas given that the Property will be improved with a mixed-use development, which is permitted – and has received previous approvals for development – under its former MXT zoning.

Avoidance of the critical root zone impacts to the extent necessary to save the specimen trees in question is not feasible under the requirements for site grading for the construction of one of the multifamily buildings, accessible parking bays, and drive aisles. Thus, further avoiding any impacts to the specimen trees would significantly impact any compatible redevelopment. Strict enforcement of the County Code would unfairly prevent the redevelopment of the Property for a use commonly enjoyed by other properties with similar MXT zoning.

*(c) Describe how granting the variance will not confer on the applicant a special privilege that would be denied to other applicants;*

Approval of the variance would allow Applicant to construct the type of mixed-use community permitted by-right under the prior Zoning Ordinance as expressly authorized by Section 27-1704(e) of the new Zoning Ordinance and Section 27-1704(e) of the new Subdivision Regulations. The project is subject to drive aisle, parking, water and sewer, stormwater, tree canopy, subdivision, and landscape manual requirements like any other application. Implementing the permitted redevelopment in satisfaction of these developmental regulations requires the removal of the specimen trees as described. These goals are consistent with the rights enjoyed by other property owners and will not confer on the Applicant a special privilege that would be denied to other applicants.

*(d) Describe how the variance is not based on conditions or circumstances which are the result of actions by the applicant;*

The Applicant's design and configuration of the Subject Property is controlled by the natural topography of the Subject Property and the existing site entrance. There exists an eastward slope from the high point along Manning Road to an existing stormwater detention pond on the southeastern property boundary. The Project utilizes the existing traffic circle at the intersection of Caribbean Way and Manning Road East developed as part of the Signature Club at Manning Village as the Project's

primary entrance. These two factors combine to set the main vehicular paths of travel and building locations.

The result of this design is the removal of certain trees on the eastern end of the site for purposes of grading to establish two multifamily buildings and associated parking lots and drive aisles. The variance is not based on circumstances that are the result of actions by the Applicant but due to the aforementioned conditions of the site in its present state. Measures for avoidance and minimization of impacts to Specimen trees were considered and implemented to the extent feasible.

- (e) *Verify that the variance does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property;*

Except for potential work required in the road right-of-way and for standard utility connections, all work is to occur on the subject property. The variance for impacts to the specimen trees does not arise from a condition relating to land or building use on a neighboring property.

- (f) *Verify that State water quality standards will not be violated and that a measurable degradation in water quality will not occur as a result of the granting of the variance;*

The granting of Applicant's variance request will not result in a violation of State water quality standards, nor will a measurable degradation in water quality occur as a result. **Grading and site design associated with this development will allow implementation of stormwater management facilities that will maintain water quality.** Finally, under the landscape manual and street tree planting requirements, numerous new trees will be planted on site that will replicate the ecological services potentially lost by the removal of these specimen trees.

### Conclusion

Approving Applicant's variance request is justified for other reasons as well. The proposed project will advance the County's Master Plan vision for the Property through the development of an attractive residential community with access to major road infrastructure and the extended community.

It is envisioned that a significant number of additional plantings will occur throughout the property, including shade trees, evergreen trees, ornamental trees, and planting beds, all of which will serve to improve ecological quality, improve water quality protection, wildlife value, carbon sequestration, and reduction in

urban heat island effects.

Thank you for your consideration of Applicant's tree variance request. The supporting information provided in this letter establishes that denial of the variance would result in unnecessary hardship or practical difficulty, as well as demonstrates Applicant's efforts to minimize impacts. Please contact me with any questions, or if you require additional information.

James Buchheister, PLA  
Vice President  
VIKA MD, LLC



May 30, 2025

**MEMORANDUM**

**TO:** Emery Huang, Planner III, Urban Design, Development Review Division

**VIA:** N. Andrew Bishop, Planner IV, Long-Range Planning Section, Community Planning Division *NAB*

**VIA:** Fred Stachura, Planning Supervisor, Neighborhood Revitalization Section, Community Planning Division *FS*

**FROM:** Anusree Nair, Planner II, Neighborhood Revitalization Section, Community Planning Division *AN*

**SUBJECT:** CSP-23002 Signature Club East

**FINDINGS**

Pursuant to Part 3, Division 9, Subdivision 2 of the Prior Zoning Ordinance, Master Plan conformance is not required for this application.

**BACKGROUND**

**Application Type:** Conceptual Site Plan outside of an overlay zone.

**Planning Area:** 84

**Community:** Piscataway & Vicinity

**Location:** East side of Manning Road, north of its intersection with Berry Road (MD 228) in Accokeek

**Size:** 16.90 Acres

**Existing Uses:** Vacant

**Future Land Use:** Mixed-Use

**Existing Zoning:** RMF-48

**Prior Zoning:** M-X-T

**Proposal:** Develop Lot 12 and Outparcel B with up to 300 multifamily dwelling units and up to 12,600 sq ft of commercial/retail space

## GENERAL PLAN, MASTER PLAN, AND SMA

**General Plan:** The 2014 *Plan Prince Georges 2035 Approved General Plan (Plan 2035)* places this application in the Established Communities. Established communities are most appropriate for context-sensitive infill and low- to medium-density development. Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met (Pg. 20).

**Master Plan:** The 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* (Master Plan) recommends Mixed Use land use on the subject property. The proposed use conforms with the recommended land use.

*Analysis: The subject property is situated in the Accokeek Area and is across from the Manokeek Shopping Center. The Master plan recommends **mixed use** as the land use for the subject property (page 36), that can include residential and commercial development. The proposal to develop Lot 12 & Outparcel B with up to 300 multifamily dwelling units and up to 12,600 sq ft of commercial/retail space, encourages a horizontal mix of uses and therefore conforms to the vision of the Master Plan.*

In addition, the Master Plan recommends the following (goals, strategies, or policies) to help advance the intent and purpose of the plan.

### Land Use and Development Pattern

#### **Policy:**

Protect water quality in Mattawoman Creek and its tributaries by implementing land use policies that reduce non-source pollution and improve water quality (p. 53)

### Environment

- **Policy:** Ensure that new development incorporates open space, environmentally sensitive design, and mitigation activities (p. 71)
  - **Strategy:** Continue to implement the County's Woodland Conservation and Tree Preservation Ordinance, which places a priority on the preservation of woodlands in conjunction with floodplains, wetlands, stream corridors, and steep slopes and emphasizes the preservation of large, contiguous woodland tracts (page 71).
- **Policy:** Ensure that, to the fullest extent possible, land use policies support the protection of the Mattawoman Creek and Piscataway Creek watersheds (p. 82)
  - **Strategy:** Incorporate stormwater management best management practices ... to increase infiltration and reduce run-off volumes (p. 82)

*Analysis: Per approved NRI-075-2022 there are no existing streams, flood plains, wetlands or non-tidal wetlands within the proposed site. The proposed site is also not within the Chesapeake Bay Critical Area. Conformance to the County's Woodland Conservation and Tree Preservation Ordinance is required and this application will need to meet the environmental requirements for*

*the property. The applicant is seeking variance to remove four specimen trees and impact two specimen trees that will be saved. The impacts of the proposed development on primary management areas in the green infrastructure network, the conformance to the County's Woodland Conservation and Tree Preservation Ordinance and requested variances will be reviewed by the Environmental Planning Section staff.*

*The subject property is within the Lower Potomac River watershed, more specifically the Mattawoman Creek. The 2005 Green Infrastructure Plan identified the Mattawoman Creek watershed as a special conservation area (SCA) (page 78). In the Statement of Justification and as evident in the Conceptual Site Plan, there is an existing storm water management pond in the southwestern portion of the site. Considering the intensity of the development, the applicant should consider implementing the best management practices to increase infiltration and reduce run-off volume, thereby protecting the water quality of Mattawoman Creek. This includes, but is not limited to, bioretention facilities, permeable pavements, bioswales, rain gardens, and green roofs. An approved Stormwater Management Concept Plan will be required at the time of the Detailed Site Plan. The applicant is encouraged to work with Urban Design Section staff, Department of Permitting, Inspections & Enforcements (DPIE), and Transportation Planning Section staff to identify solutions to limit impervious surfaces. These will be evaluated by at the time of Detailed Site Plan.*

## **Transportation**

### **Goal:**

Transportation Improvements to the road network are concurrent with development so that roadway and intersection capacities are adequate to meet projected growth (p. 92)

A multi-modal transportation network is completed that increases mobility options for pedestrians, bicyclists, and transit riders in Subregion 5 (page 92).

- **Policy:** Continue to support and implement the recommendations in the 2009 *Approved Countywide Master Plan of Transportation* (p. 107)
  - **Strategy:** Implement the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) policies and strategies for streets, roads, and highways as they apply to new development applications and the preparation of plan recommendations (p. 108)

*Analysis: Master Planned right-of-way P-501 runs along the west side of the property. It is built out at the size and scale recommended by the 2009 Master Plan of Transportation as a 2-lane road, with a 60-foot right-of-way and meets the master plan's recommendations.*

## **Sidewalks, Bikeways, And Trails**

- **Policy:** Promote pedestrian and bicycle opportunities as part of a multi-modal transportation network.
  - **Strategy:** Develop street and sidewalk/trail connections between adjacent subdivisions as new development occurs (page 121)



- **Strategy:** 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 (page 121).

*Analysis: Manning Road is a planned shared roadway. All MPOT applicable pedestrian and bicycle facilities should be met at the time of the site plan. The Conceptual Site Plan provides a conceptual layout of the proposed buildings and pedestrian and vehicular circulation within the development. The application proposes to provide connectivity to the existing sidewalk network along Manning Road thereby providing safe pedestrian connections to the western Signature Club Subdivision, the Manokeek Shopping Center, MD 210 and the neighborhood. The proposed off-site bike and pedestrian facilities will also improve sidewalk connections between subdivisions. The Transportation Section and operating agencies will evaluate the application for conformance with the applicable transportation policies and strategies of the Master Plan with submittal of the Preliminary Plan of Subdivision and Detailed Site Plan.*

### **Economic Development**

**Strategy:** Retain the two existing commercial areas, Accokeek Village and **Manokeek Village**, including the **undeveloped land northeast of Manokeek Village**, zoned Mixed-Use Transportation Oriented (M-X-T) (p. 149)

*Analysis: The development of this property is a direct implementation of the Economic Development strategy via the development of the undeveloped land northeast of Manokeek Village’.*

**Planning Area/Community:** Piscataway & Vicinity

**Aviation/MIOZ:** This application is not located within an Aviation Policy Area or the Military Installation Overlay Zone

### **SMA/Zoning:**

Zoning Map Amendment (ZMA) A-9960-C was approved by the Prince George’s County District Council on January 9, 2006 (Zoning Ordinance 2-2006), to rezone the property of approximately 12.54 acres located on both sides of Manning Road East, which includes Outparcel B, from Rural Residential (R-R) to the M-X-T Zone.

The 2013 Approved Subregion 5 Master Plan and Sectional Map Amendment retained the subject property (Out Parcel B & Lot 12) in the Mixed-Use-Transportation Oriented (M-X-T) zone.

On November 29, 2021, the District Council approved CR-136-2021, the Countywide Map Amendment (CMA) which reclassified the subject property from Mixed-Use-Transportation Oriented (M-X-T) to the Residential, Multifamily (RMF-48) effective April 1, 2022.

### **MASTER PLAN CONFORMANCE ISSUES:**

None.

cc: Long-Range Agenda Notebook



Planning Division  
Historic Preservation Section

301-952-3680

June 4, 2025

**MEMORANDUM**

**TO:** Emery Huang, Urban Design Section, Development Review Division

**VIA:** Tom Gross, Supervisor, Historic Preservation Section, Countywide Planning Division *TWG*

**FROM:** Jennifer Stabler, Historic Preservation Section, Countywide Planning Division *JAS*  
Tyler Smith, Historic Preservation Section, Countywide Planning Division *TAS*  
Amelia Chisholm, Historic Preservation Section, Countywide Planning Division *AGC*

**SUBJECT:** **CSP-23002 Signature Club East**

**Background**

The subject site contains 16.90 acres and is located in the northeast quadrant of the intersection of Manning Road East and Berry Road (MD 228) in Accokeek. The subject property was zoned M-X-T (Mixed Use Transportation Oriented) per the Prior Zoning Ordinance and is located within the 2013 *Approved Subregion 5 Master Plan* area. The subject application proposes the development of Parcel 12 and Outlot B with seven buildings for up to 300 multifamily dwelling units in the northern portion of the property and three pad sites for 12,600 square feet of commercial/retail space in the southwestern portion of the property.

**Findings**

The 2013 *Approved Subregion 5 Master Plan* includes goals and policies related to historic preservation (pages 155-159). One relevant policy (p. 157) is,

*Public awareness and appreciation of historic sites and resources is promoted.*

Strategies proposed to accomplish this policy include (p. 159):

*Ensure that archeological sites are preserved in place for future research and are interpreted for the public.*

*Encourage interpretive plaques about the history or archeology of areas as part of the development review process; and*

*Develop interpretive themes, signage, brochures, and tour maps for archeological and historic sites.*

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the presence of eight known pre-contact Native American archeological sites within 600 feet of the subject property. The probability of archeological sites within the limits of disturbance for the subject application is high.

The 2013 *Approved Subregion 5 Master Plan* identifies the subject property as being located within an interpretive cluster based on the presence of archeological resources and their interpretive potential (pages 156-157).

*Mattawoman Creek Cluster: Although very few archeological surveys of the stream valley have been completed to date, there is considerable potential for historic and prehistoric archeological resources along Mattawoman Creek. Several stream valley parks that are owned by the M-NCPPC could serve as anchors for future interpretive trails or other public outreach programs. The primary interpretive themes within the cluster include Native American culture, European and Native American contact, and development of small interior plantations (p. 157).*

The subject property is also near interpretive cluster one, the Piscataway Park Cluster (p. 157).

*Piscataway Park Cluster: The anchor of the cluster is Piscataway Park, owned and operated by the National Park Service. Many significant Native American archeological sites have been identified along the Potomac River, within the boundaries of the park. Native American culture is the primary interpretive focus of the cluster. Early European settlement and contact with Native Americans are also an important heritage component of this cluster.*

The 2010 *Approved Historic Sites and Districts Plan* includes goals and policies related to archeology (pages 55-61). Relevant goals, policies, and strategies (pages 59-60) are:

*Goal: Incorporate archeological resource protection into the local land use and comprehensive planning processes through site identification and preservation.*

*Policy 1: Ensure that archeological resources are considered and protected through all phases of the development process.*

*Strategy 3. Request a Phase I archeological survey on properties subject to the subdivision regulations that have a moderate-to-high probability of containing prehistoric or historic archeological resources.*

Per Sections 24-121(18) of the Prior Subdivision Ordinance, archeological investigations can be required at the time of preliminary plan of subdivision if there is a moderate or higher potential for archeological resources on the developing property. Historic Preservation Section staff informed the applicant during the May 5, 2023, pre-application conference for CSP-23002 that a Phase I archeological investigation will be required on the subject property at the time of Preliminary Plan of Subdivision.

In March 2025, archaeologists conducted a Phase I survey on approximately 17 acres of subject property. In total, 267 shovel test pits were excavated across 15 acres of the site, and two new

archeological sites were identified. Site 18PR1273 is a 1.6-acre precontact indigenous site consisting of a low-density scatter of stone artifacts, 23 in total, across the northern portion of the subject property. Site 18PR1274 is a 1.2-acre precontact indigenous stone artifact scatter across the southern portion of the subject property. Of the 13 artifacts, one could be identified as a projectile point dating to the Late Archaic period, or between 5,000 and 3,000 years ago.

Artifacts were recovered on both sites from the plowzone, and no subsurface features were identified. Sites 18PR1273 and 18PR1274 were recommended as ineligible for the National Register of Historic Places and warrant no further archeological investigations.

## Conclusions

The Planning Board approved the conceptual site plan CSP-99050-01 on December 1, 2005. PGCPB Resolution No. 05-228 included a referral comment on archeology related to this subject property:

12. **Referral Comments:** *The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:*
  - a. **Historic Preservation**—*In an e-mail received May 25, 2005, the Historic Preservation Planning Section stated that the proposed project would have no impacts on historic resources.*
  - b. **Archeology**—*In a memorandum dated April 12, 2005, the staff archeologist stated that Phase I (identification) archeological investigations were recommended on the above-referenced property and that the prehistoric site, 18PR287, identified in a 1986 survey should be relocated if possible. Additionally, she noted that the residence of John Manning was shown on the 1861 Martenet map just north of the intersection of Manning and Berry Roads. In a letter dated September 21, 2004[2005], the Historic Planning Section stated that they had reviewed the archaeological Survey of the Manning Signature Club Property and Phase II Archaeological NRHP Evaluation of the Manning Signature Club #1 Site and that they concurred with the consultant's conclusion that, based on the paucity of artifacts and lack of features, no additional work would be required. They requested, however, that four revised final copies of the consultant's report should be submitted to them. A condition to that effect is included in the Recommendation section of this report.*

## Comment:

In 1986, the Maryland Department of Transportation (MDOT), State Highway Administration (SHA) conducted an archeological Phase I survey of MD 228 (Berry Road) between Indian Head Highway (MD 210) and Robert Crain Highway (MD 301). This survey identified one site, 18PR287, documented as a Late Archaic-period (approximately 5,000-3,000 years ago) artifact scatter. This site was identified partially on the property that became Signature Club, but was determined to have been destroyed during construction of Berry Road.

In June 2005, two archeological surveys were conducted as part of the review process for CSP-99050-01 for what is now the 57-acre Signature Club property, to the west of the subject property. The first survey was a Phase I archeological shovel test pit study of 69 acres between Indian Head Highway (MD 210) and Manning Road East, which found an indigenous archeological site, 18PR795, identified as a Middle Archaic-period (approximately 8,000-5,000 years ago) short-term campsite.

Phase II archeological investigations were recommended by the archeological consultant on 18PR795, and Historic Preservation Section staff agreed. Further archeological investigations, which were also conducted in 2005, determined that the site was not National Register of Historic Places-eligible, and no further work was recommended. Historic Preservation Section staff agreed, and no further archeological work was required.

Phase I archeological investigations were conducted on Parcel 12 and Outlot B in March 2025. Two archeological sites, 18PR1273 and 18PR1274, were identified. Both are precontact indigenous sites with low-density stone artifact scatters. 18PR1274 contains one artifact that dates to between 5,000 and 3,000 years ago. Sites 18PR1273 and 18PR1274 were recommended as ineligible for the National Register of Historic Places and warrant no further archeological investigations. Historic Preservation Section staff agree with the assessment, and no further work is recommended.

PGCPB *Resolution No. 05-228* for CSP-99050-01 contained one condition relevant to archeology:

1. *Prior to signature approval, the plans for the project shall be revised, and the following items submitted:*
  - 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.*

#### **Comment**

Four copies of the final Phase I report, *Phase I Archaeological Survey of the Manning Signature Club Property in Prince George's County, Maryland, Case # DSP-04063*, were received by Historic Preservation Section staff on January 17, 2006. This condition has been satisfied.

The subject property does not contain and is not adjacent to any designated Prince George's County Historic Sites or resources.

#### **Recommendations**

Historic Preservation staff recommends approval of CSP-23002 Signature Club East, with the following conditions:

Prior to signature approval of the Preliminary Plan of Subdivision, the applicant shall submit a revised digital copy and a single final hard copy of the Phase I Archeological Report of Parcel 12 and Outlot B that addresses all comments to Historic Preservation Section staff. Two hard copies and one digital copy of the final Phase I archaeological report shall also be submitted to the Maryland Historical Trust.



June 9, 2025

**MEMORANDUM**

TO: Emery Huang, Development Review Division

FROM: Leah Daniels, Transportation Planning Section, Countywide Planning Division  
*Leah Daniels*

VIA: *ns* Noelle Smith, AICP, Transportation Planning Section, Countywide Planning Division  
Crystal Hancock, Transportation Planning Section, Countywide Planning Division

SUBJECT: **CSP-23002 SIGNATURE CLUB EAST**

**Prior Conditions of Approval**

The subject site consists of Lot 12 and Outparcel B, which has prior approvals including Conceptual Site Plan (CSP)-99050, Preliminary Plan of Subdivision (PPS) 4-01064 and Detailed Site Plan (DSP)-04063. PPS, 4-01064 contained conditions of approval that were applicable to this site but were contingent upon development. Lot 12 and Outparcel B were never developed and therefore the conditions of approval are not relevant to this application.

As a note, within the bounds of CSP-99050, two PPS applications were filed, 4-01064 and 4-01063, of which both resolutions included the same conditions related to transportation improvements required for development. Although Lot 12 and Outparcel B have not been developed, the limits of 4-01063 are developed and have since satisfied the roadway improvements. Additionally, the subject property was rezoned from Rural Residential (R-R) to Mixed Use Transportation (M-X-T) zone by Zoning Map Amendment (ZMA) A-9960-C on January 9, 2006. The conditions associated with the ZMA have also been satisfied with prior applications. All relevant conditions are included below.

**A-9960**

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.

**Comment:** This condition has been satisfied.

**CSP-99050**

- 7. Total development within the subject property shall be limited to an 800-unit senior housing community, and approximately 447,500 square feet of mixed retail and office space; or different uses generating no more than the number of peak hour trips (576 AM peak hour trips and 1,650 PM peak hour trips) generated by the above development. Community facilities, skilled care facilities, and incidental office and retail space which are not public but are developed within the senior housing community shall be considered ancillary and additional to the permitted 800-unit community.

**Comment:** This condition has not been met. The subject property will require a new Preliminary Plan at which time transportation adequacy will be determined.

- 8. The following road improvements shall (a) have full financial assurances, or (b) have been permitted for construction through the SHA access permit process, and (c) have an agreed-upon timetable for construction with the SHA or the DPW&T. Staging of these improvements will be determined at Preliminary Plat of Subdivision:

A. MD 228 at Manning Road:

- (1) Prior to the approval of the Detailed Site Plan for the subject property, the applicant shall submit an acceptable traffic signal warrant study to the State Highway Administration (SHA) and the County Department of Public Works and Transportation (DPW&T) for the intersection of MD 228 and Manning Road. If deemed warranted by the SHA and the DPW&T, the applicant shall bond the signal with the appropriate agency prior to the release of the initial building permit, and install the signal if directed prior to the release of the bonding for the signal.

(2) Provide the following lane configuration at MD 228 and Manning Road:

- a. Along the eastbound and westbound MD 228 approaches, two through lanes, an exclusive right-turn lane and an exclusive left-turn lane.

- b. Along the northbound and southbound Manning Road approaches, an exclusive through lane, dual left-turn lanes and an exclusive right-turn lane. Per direction of the SHA, both right-turn lanes should be designed as free-flow channelized lanes.

**B. Manning Road at Senior Living/Retail entrance (north of MD 228):**

(2) Provide a roundabout, or a similar intersection design that provides sufficient capacity and safety, with design details to be coordinated with the SHA and the DPW&T. A consideration in the design should be the potential continuation of Manning Road as C-526 to the north to serve the properties which make up Employment Area E.

**Comment:** This condition has been satisfied.

**4-01064**

2. Total development within the subject property shall be limited to 157,500 square feet of mixed retail and office space or different uses allowed under the governing Conceptual Site Plan which generate no more than 147 AM peak hour trips and 524 PM peak hour trips. Any development with impact greater than that identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

**Comment:** The subject application will exceed the trip cap established by 4-01064. At the time of Preliminary Plan, a Traffic Impact Study will be conducted to evaluate transportation adequacy as part of the Preliminary Plan of Subdivision application.

4. Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, or (b) have been permitted for construction through the SHA access permit process, and (c) have an agreed-upon timetable for construction with the SHA or the DPW&T:

**MD 228 at Manning Road:**

- a. Prior to the approval of the Detailed Site Plan, the applicant shall submit the results of State Highway Administration (SHA) and the County Department of Public Works and Transportation (DPW&T) of a traffic signal warrant study for the intersection of MD 228 and Manning Road. If deemed warranted by SHA and DPW&T, the applicant shall bond the signal with the appropriate agency prior to the release of the initial building permit, and install the signal if directed prior to the release of the bonding for the signal.
- b. Provide the following lane configuration at MD 228 and Manning Road:



- (1) Along the westbound approach, two through lanes and an exclusive right-turn lane (exclusive left-turn lanes are being built along eastbound and westbound MD 228 as part of the project which is being completed).
- (2) Along the southbound Manning Road approach, an exclusive through lane, dual left-turn lanes and an exclusive right-turn lane. Per direction of SHA, the right-turn lane should be designed as a free-flow channelized lane.

Manning Road at Senior Living/Retail entrance (north of MD 228):

Provide a roundabout, or a similar intersection design that provides sufficient capacity and safety, with design details to be coordinated with SHA and DPW&T. A consideration in the design should be the potential continuation of Manning Road as C-526 to the north to serve the properties which make up Employment Area E.

**Comment:** This condition has been satisfied.

#### **Master Plan Compliance**

The site is subject to the 2009 *Countywide Master Plan of Transportation* (MPOT) and 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment*.

#### **Master Plan Right-of-Way (ROW)**

Manning Road (P-501): 60-foot ROW

**Comment:** Both the MPOT and *Subregion 5 Master Plan* designate the 60-foot ROW. Staff recommend the ROW be delineated on the plan sheets.

Berry Road (MD 228) (E-7): 250-foot ROW

**Comment:** Both the MPOT and *Subregion 5 Master Plan* designate the 250-foot ROW. Staff recommend the ROW be delineated on the plan sheets.

#### **Master Plan Pedestrian and Bike Facilities**

Manning Road: Shared Use facility

**Comment:** The *Subregion 5 Master Plan* recommends a shared use facility, also identified as a Dual Route. A dual route can be comprised of on-road facilities such as a striped bicycle lane or shared pavement markings (sharrows), or the off-road facilities such as a wide sidewalk or side path to accommodate both cyclists and pedestrians. Staff recommend the applicant provides a shared use facility along the property frontage of Manning Road, as determined by the permitting agency.

Berry Road (MD 228): Shared Use facility

**Comment:** The *Subregion 5 Master Plan* recommends a shared use facility, also identified as a Dual Route. A dual route can be comprised of on-road facilities such as a striped bicycle lane or shared pavement markings (sharrows), or the off-road facilities such as a wide sidewalk or side path to accommodate both cyclists and pedestrians. Staff recommend the applicant provides a shared use facility along the property frontage of MD 228, as determined by the permitting agency.

**Recommendations, Policies and Goals**

MPOT Complete Streets Policies (p. 10):

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

**Comment:** The site plan includes a comprehensive sidewalk network throughout the site to facilitate pedestrian movement, separated from vehicles, to meet the intent of this policy. Staff recommend marked crosswalks and ADA curb ramps be provided throughout the site.

**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.**

**Comment:** The site plan includes a comprehensive sidewalk network throughout the site to facilitate pedestrian movement. Staff recommend the applicant provide bicycle and ADA compliant pedestrian facilities along the frontages of Manning Road and MD 228 in conformance with the *Subregion 5 Master Plan* recommendations as described above to meet the intent of this policy. Facilities such as sharrows, striped bicycle lane, wide sidewalk or side path would meet the intent of a dual route facility. The exact location and details of all bicycle and pedestrian facilities shall be provided at the time of DSP.

**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.**

**Comment:** The site plan includes a comprehensive sidewalk network throughout the site to facilitate pedestrian movement. Staff recommend the applicant provide bicycle and pedestrian facilities along the frontages of Manning Road and MD 228 in conformance with the sector plan recommendations as described above to meet the intent of this policy. Facilities such as sharrows, striped bicycle lane, wide sidewalk or side path would meet the intent of a dual route facility. Staff also recommend long and short-term bicycle parking be provided within the multifamily buildings, and at the retail components. The exact location and details of all bicycle and pedestrian facilities shall be provided at the time of DSP.

The 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* provides the following guidance for multi-modal circulation through the planning area:

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

**Comment:** The site plan includes a comprehensive sidewalk network throughout the site to facilitate pedestrian movement. Staff recommend the applicant provide bicycle and ADA compliant pedestrian facilities along the frontages of Manning Road and MD 228 in conformance with the sector plan recommendations as described above to meet the intent of these policies. Facilities such as sharrows, striped bicycle lane, wide sidewalk or side path would meet the intent of a dual route facility. The exact location and details of all bicycle and pedestrian facilities shall be provided at the time of DSP.

### **Transportation Planning Review**

#### **Zoning Ordinance Compliance**

Section 27-272 of the Prince George's County Zoning Ordinance (Ordinance) provides guidance for the purpose of conceptual site plans. In addition, Section 27-274 provides design guidelines for parking, loading, circulation, site and streetscape amenities.

#### **Section 27-274**

##### **(2) Parking, loading, and circulation**

- (A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars.**

**Comment:** The site plan proposes garage parking to accommodate the uses on site. The amount of parking is subject to Section 27-574, per the M-X-T zone, which allows the Planning Board to develop a criterion for parking standards specific to the proposed development. At the time of DSP, the applicant is required to submit a parking analysis to determine the parking rate for the proposed uses in accordance with Section 27-574 of the prior Ordinance.

- (B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians.**

**Comment:** The site plan identifies locations of proposed loading areas. Staff recommend these locations minimize the conflicts with vehicles and pedestrians.

- ( C ) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers.**

**Comment:** Three access points are proposed along Manning Road to facilitate a circuitous vehicular movement throughout the site. The site plan also includes a comprehensive sidewalk network throughout the site to facilitate pedestrian movement. Staff find the proposed plan for on-

site circulation reduces pedestrian and vehicle interaction and is acceptable. All details of the design will be further discussed with subsequent applications.

**Mixed-Use-Transportation Zone**

In addition to the design guidelines above, the site is also subject to Section 27-546, which provides additional requirements for sites located within the M-X-T zone.

**Section 27-546**

**(b) In addition to the information required by Part 3, Division 9, for Conceptual Site Plans, the following information shall be included on Plans in the M-X-T Zone:**

**(1) A general description of the pedestrian system proposed;**

**Comment:** The site plan includes a circulation plan identifying pedestrian route through the site.

**(8) Property placed in the M-X-T Zone by a Sectional Map Amendment shall provide supporting evidence which shows whether the proposed development will exceed the capacity of transportation facilities that are existing, are under construction, for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program or within 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 a specific public facilities financing and implementation program.**

**Comment:** Outparcel B was rezoned to M-X-T via a ZMA application and is therefore not applicable to that portion of the site. However, Lot 12 was rezoned to the M-X-T via a sectional map amendment. A traffic study was conducted with this application and the result of the analysis is described below.

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

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

**Comment:** The site plan includes a comprehensive sidewalk network throughout the site to facilitate pedestrian movement.

**(9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, existing transportation facilities; 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.**

**Comment:** Outparcel B was rezoned to M-X-T via a ZMA application and is therefore not applicable to that portion of the site. However, Lot 12 was rezoned to the M-X-T via a sectional map amendment. A traffic study was conducted with this application and the result of the analysis is described below.

**Criteria for Establishing Transportation Adequacy**

The subject property is located within Transportation Service Area (TSA) 2, as defined in the *Plan Prince George's 2035 Approved General Plan*. 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.

Unsignalized Intersections:

For two-way stop-controlled intersections a three-part process is employed:

(a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed.

For all-way stop-controlled intersections a two-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed.

**Trip Generation**

The table below summarizes trip generation for each peak period that will be used in reviewing site traffic generated impacts and developing a trip cap for the site.

Trip Generation Summary: CSP-23002 Signature Club East								
			AM Peak Hour			PM Peak Hour		
Land Use	Quantity	Metric	In	Out	Total	In	Out	Total
Garden/Mid-Rise Apartments (PGC rates)	300	units	31	125	156	117	63	180

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Fast Food Restaurant w/ Drive Thru (ITE-934)	12,600	Square feet	285	276	561	216	201	417
<i>Primary Trips w/ Internal Capture for Pad Sites from Apartments: 10%</i>			(29)	(28)	(57)	(22)	(20)	(42)
<i>Pass-by 50% AM and 55% PM</i>			(129)	(126)	(252)	(99)	(90)	(189)
<b>Trip Cap Recommendation</b>			<b>408</b>			<b>366</b>		

The traffic generated by the proposed application will impact the following intersections in the transportation system:

1. MD 210 & MD 373 (signalized)
2. MD 373 & Dusty Lane (unsignalized)
3. MD 373 & Menk Road (unsignalized)
4. MD 210 & MD 228 (signalized)
5. MD 228 & Manning Road (signalized)
6. Manning Road & Caribbean Way (unsignalized)
7. Manning Road & Site Access (right-in/right-out) (unsignalized)
8. Manning Road & Site Access (unsignalized)

**Existing Traffic**

The critical intersections identified above, when analyzed with existing traffic and existing lane configurations, operate as follows:

<b>EXISTING TRAFFIC CONDITIONS</b>				
Intersection	<u>Critical Lane Volume (AM &amp; PM)</u>		<u>Level of Service (LOS, AM &amp; PM)</u>	
1. MD 210 & MD 373 (signalized)	1163	1481	C	E
2. MD 373 & Dusty Lane (unsignalized)	11.9 sec	17.1 sec	Pass	Pass
3. MD 373 & Menk Road (unsignalized)	10.3 sec	13.5 sec	Pass	Pass
4. MD 210 & MD 228 (signalized)	880	1286	A	C
5. MD 228 & Manning Road (signalized)	1031	1227	B	C
6. Manning Road & Caribbean Way (unsignalized) v/c ratio (SIDRA)	.06	.055	Pass	Pass
7. Manning Road & Site Access (right-in/right-out) (unsignalized)	---	---	---	---
8. Manning Road & Site Access (unsignalized)	---	---	---	---

\*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, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.

### Background Traffic

The traffic impact study (TIS) identified two background developments whose impact would affect study intersections. Additionally, an annual growth of 1% over six years was applied to through movements along MD 210 and MD 228. In addition, the 1% growth was applied to all movements at MD 210 and MD 228. The analysis revealed the following results:

<b>BACKGROUND TRAFFIC CONDITIONS</b>				
Intersection	<u>Critical Lane Volume (AM &amp; PM)</u>		<u>Level of Service (LOS, AM &amp; PM)</u>	
1. MD 210 & MD 373 (signalized)	1242	1608	C	F
2. MD 373 & Dusty Lane (unsignalized)	12.1 sec	19.3	Pass	Pass
3. MD 373 & Menk Road (unsignalized)	10.4 sec	14.7	Pass	Pass
4. MD 210 & MD 228 (signalized)	969	1440	A	D
5. MD 228 & Manning Road (signalized)	1164	1332	C	D
6. Manning Road & Caribbean Way (unsignalized) v/c ratio (SIDRA)	.140	.284	Pass	Pass
7. Manning Road & Site Access (right-in/right-out) (unsignalized)	---	---	---	---
8. Manning Road & Site Access (unsignalized)	---	---	---	---
*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, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

### Total Traffic

The study intersections, when analyzed with total developed future traffic, operate as shown below.

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<b><u>TOTAL TRAFFIC CONDITIONS</u></b>				
Intersection	<u>Critical Lane Volume (AM &amp; PM)</u>		<u>Level of Service (LOS, AM &amp; PM)</u>	
1. MD 210 & MD 373 (signalized)	1258	1592	C	E
2. MD 373 & Dusty Lane (unsignalized)	12.3 sec	17.9 sec	Pass	Pass
3. MD 373 & Menk Road (unsignalized)	10.7 sec	14.5 sec	Pass	Pass
4. MD 210 & MD 228 (signalized)	964	1420	A	D
5. MD 228 & Manning Road (signalized)	1172	1315	C	D
6. Manning Road & Caribbean Way (unsignalized) v/c ratio (SIDRA)	.254	.209	Pass	Pass
7. Manning Road & Site Access (right-in/right-out) (unsignalized)	9.5 sec	10.1 sec	Pass	Pass
8. Manning Road & Site Access (unsignalized)	9.4 sec	9.4 sec	Pass	Pass
*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, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

As shown in the analysis, the intersection of MD 210 and MD 373 does not meet the LOS requirements under any condition. The applicant notes in the study that this intersection fails under Background conditions due to the addition of vested trips from 4-01064 which previously governed the site. However, the intersection of MD 210 and MD 373 also fails under Existing conditions, before background is applied. Further, the applicant removed the trips associated with 4-01067 from the Total conditions analysis to represent the new impact of the trips associated with CSP-23002 on the site. The TIS demonstrates that the intersection of MD 210 and MD 373 will fail with the addition of trips associated with the subject application. The TIS does not provide a mitigation strategy at this time. At the time of Preliminary Plan, the applicant shall submit a traffic study and any required mitigation to meet the adequacy standards.

**Bicycle & Pedestrian Adequacy**

The subject property is in the Residential Multi-family 48 (RMF-48) zoning district per the current Ordinance, and is therefore, subject to Section 24-4506 for pedestrian and bicycle adequacy per Section 24-4506(c)(1)(B) (i-), and will be subject to a cost cap. The scope and the details of the off- and on-site improvements will be evaluated at the time of PPS.



**Conclusion**

Based on the findings presented above, staff concludes that the multimodal transportation facilities will exist to serve the proposed conceptual site plan as required under Subtitle 27, and will conform to the 2009 *Countywide Master Plan of Transportation* and the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* if the following conditions are met:

1. Prior to the certification of the conceptual site plan, the applicant, and the applicant's heirs, successors, and/or assigns shall show the extent and limits of the ultimate right-of-way along the subject property's frontage of Manning Road and Berry Road (MD 228).
2. Prior to the acceptance of a preliminary plan of subdivision, the applicant, and the applicant's heirs, successors, and/or assigns shall provide the following:
  - a. A Traffic Impact Study to evaluate transportation adequacy as part of the Preliminary Plan of Subdivision application.
3. At the time of detailed site plan, the applicant, and the applicant's heirs, successors, and/or assigns shall identify the following facilities on the site plans:
  - a. Minimum five-foot-wide sidewalks and associated ADA curb ramps along both sides of all internal roads, excluding alleys.
  - b. Provide a shared use, dual route facility along the property frontage of MD 228. The specific facility shall be determined by the permitting agency with written correspondence.
  - c. Provide a shared use, dual route facility along the property frontage of Manning Road. The specific facility shall be determined by the permitting agency with written correspondence.
  - d. Continental style crosswalks all at vehicular access points and throughout the site where feasible.
  - e. Provide long and short-term bicycle parking within each multi-family building, and short-term bicycle parking at the designated retail spaces.
4. Prior to the acceptance of a detailed site plan, the applicant, and the applicant's heirs, successors, and/or assigns shall:
  - a. Submit a parking analysis to determine the parking rate for the proposed development, which examines both the residential and retail uses in accordance with Section 27-574 of the prior Ordinance.

**CSP-23002 SIGNATURE CLUB EAST**

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- b. Submit a bicycle and pedestrian circulation exhibit demonstrating the details, location, and extent of an interconnected network of onsite bicycle and pedestrian facilities.



Countywide Planning Division  
Environmental Planning Section

301-952-3650

May 30, 2025

**MEMORANDUM**

**TO:** Emery Huang, Planner IV, Urban Design Section, DRD

**VIA:** Tom Burke, Supervisor, Environmental Planning Section, CWPB *TB*

**FROM:** Chuck Schneider, Planner III, Environmental Planning Section, CWPB *CS*

**SUBJECT:** **Signature Club East; CSP-23002 and TCP1-052-97-03**

The Environmental Planning Section (EPS) has reviewed the above-referenced Conceptual Site Plan (CSP-23002) and Type 1 Tree Conservation Plan (TCP1-052-97-03). The initial application was accepted for review on February 26, 2024, and put on hold with a new applicant and accepted on April 30, 2025. Comments were provided at two Subdivision and Development Review Committee (SDRC) meetings on March 15, 2024, and May 9, 2025. Revised plans were received on May 27, 2025. The Environmental Planning Section finds the application in conformance with the Environmental Regulations of Sections 27-276(b)(4), 27-273(e)(6), 27-273(e)(10), 27-273(e)(14) of the prior Zoning Ordinance, and 24-131 of the prior Subdivision Regulations and recommends approval of CSP-23002 and TCP1-052-97-03 subject to the findings and 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:

<b>Review Case #</b>	<b>Associated Tree Conservation Plan or Natural Resource Inventory</b>	<b>Authority</b>	<b>Status</b>	<b>Action Date</b>	<b>Resolution Number</b>
A-9960-C	TCPI/25/01	District Council	Approved	1/9/2006	2-2006
CSP-99050	TCPI-052-97	Planning Board	Approved	7/20/2000	00-142
4-97091	TCPI-052-97	Planning Board	Approved	2/5/1998	98-22
CSP-99050-01	TCPI-052-97-02	Planning Board	Approved	11/3/2005	05-228
4-01063	TCPI-052-97-01	Planning Board	Approved	1/10/2002	02-07
DSP-01036	TCPII-039-01	Planning Board	Approved	12/6/2001	01-251
DSP-04063	TCPII-039-01-01	Planning Director	Approved	12/1/2005	05-250
DSP-04063-01	TCPII-039-01-02	Planning Director	Approved	5/6/2010	N/A
DSP-04063-04	TCPII-039-01-03	Planning Board	Approved	12/7/2017	17-153
NRI-075-2022	N/A	Staff	Approved	5/27/2022	N/A
CSP-23002	TCP1-052-97-03	Planning Board	Pending	Pending	Pending

## **PROPOSED ACTIVITY**

The applicant is requesting approval of this conceptual site plan (CSP) to develop Lot 12 and Outparcel B of Signature Club at Manning Village with up to 300 multifamily dwelling units and 12,600 square feet of commercial and retail space.

## **APPLICABLE ENVIRONMENTAL REGULATIONS**

This property is subject to the grandfathering provisions of the 2024 Woodland Conservation Ordinance because the property had a tree conservation plan (TCP) that was accepted for review on or before June 30, 2024. The property must conform to the environmental regulations of the 2010 Woodland and Wildlife Habitat Conservation Ordinance and the 2018 Environmental Technical Manual. The development is also subject to the environmental regulations contained in prior Subtitles 24 and 27.

## **SITE DESCRIPTION**

CSP-23002 is a 16.90-acre site (Lot 12 and Outparcel B) located on the northeast corner of the intersection of Manning Road East and Berry Road (Maryland Route 228) in Accokeek. The “Signature Club East” application is part of the “Manokeek” and “Signature Club at Manning Village” developments containing an overall area of 343.65 acres. The current zoning for the site is Residential, Multifamily-48 (RMF-48); however, the applicant has opted to apply the zoning standards to this application that were in effect prior to April 1, 2022, for the Mixed-Use Transit Oriented (M-X-T) Zone. A review of the available information indicates that the geographic area specific to this CSP does not contain regulated environmental features (REF), such as wetlands, wetland buffers, streams, stream buffers, or 100-year floodplains, as defined in Section 24-101(b)(27) of County Code. In a letter dated March 16, 2022, received from the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP) and included with the Natural Resources Inventory case file, there are no rare, threatened, or endangered (RTE) species found to occur on or near this property. Outparcel B was partially improved with an on-site stormwater management pond and stormwater piping from a previous entitlement application, Detailed Site Plan DSP-04063-04. This site is located within the Mattawoman watershed which flows into the Potomac River. The CSP fronts on both Manning Road and Berry Road, with Berry Road designated as a master plan freeway. The site is located within the Established Community Areas of the Growth Policy Map, and within the Environmental Strategy Area 2 of the Regulated Environmental Protection Areas Map, as designated by *Plan Prince George’s 2035 Approved General Plan* (2014). The application area contains Regulated Areas and Evaluation Areas as designated on the *Countywide Green Infrastructure Plan* of the *Approved Prince George’s Resource Conservation Plan* (May 2017).

## **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 comments on the plan’s conformance with the conditions.

The Planning Board approved Zoning Map Amendment A-9960 on January 9, 2006. The conditions of approval can be found in PGCPB No. 2-2006. A-9960-C-01 was approved by the District Council on February 24, 2022, to amend A-9960-C (Zoning Ordinance 3-2022).

**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 are located in the southwestern corner of the adjacent Signature Club East development and not within the subject CSP application area. This wetland system is shown on TCP1-009-2021.

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

The submitted TCP1-052-97-03 for Lot 12 and Outparcel B shows the overall Manokeek Signature Club development (343.65 acres) woodland conservation threshold at 35.64 percent. The overall Signature Club development is under one woodland conservation threshold requirement which is above 20 percent.

The Planning Board approved CSP-99050 on July 27, 2000. The conditions of approval can be found in PGCPB Resolution No. 00-142.

**4. The Type 1 Tree Conservation Plan shall be further defined during the review of the Preliminary Plan of Subdivision to address reforestation in the Stormwater Management facilities, additional on-site preservation and/or reforestation and to address intrusions into the wetlands and wetland buffers.**

This condition was met prior to the signature approval of the TCP1-052-97.

The Planning Board approved CSP-99050-01 on November 3, 2005. The conditions of approval can be found in PGCPB Resolution No. 05-228.

**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.**

These SMECO areas are outside the subject CSP application area; however, this condition was met prior to the signature approval of the TCP1-039-01-03.

**3. Prior to the issuance of any new permits for Lot 11, TCP1/116/01 shall be revised to reflect clearing required for the development of Lot 11.**

This condition was met prior to the signature approval of the TCP1-039-01-03.

The Planning Board approved 4-01063 on February 7, 2002. The conditions of approval can be found in PGCPB Resolution No. 02-08.

1. **Development of Lot 12 shall be in compliance with the approved Type I Tree Conservation Plan (TCPI/52/97-01). The following note shall be placed on the Final Plat of Subdivision:**

**“Development of Lot 12 is subject to restrictions shown on the approved Type I tree Conservation Plan (TCP1/52/97-01), or as modified by the Type II Tree conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy.”**

These conditions were met at the time of final plat.

2. **A type II Tree Conservation Plan shall be approved in conjunction with the Detailed Site Plan.**

TCPII-039-01-01 was the Type II tree conservation plan approved with DSP-04063 that corresponded to 4-01063.

The Planning Board approved DSP-04063 on December 6, 2001. The conditions of approval can be found in PGCPB Resolution No. 01-251.

5. **Prior to certificate approval, TCPII/112/01 shall be revised as follows:**
  - a. **Revise the Landscape Plan and the TCPII to more effectively use the perimeter berms for reforestation and landscaping and avoid conflicts with the proposed SMECO alignment.**
  - b. **Revise the TCPII to include the Clagett property on which a large portion of the stormwater management pond is being constructed.**
  - c. **Revise the reforestation planting schedule to include at least 65 percent of the plant materials as larger caliper trees, one inch or larger.**
  - d. **Show the location of the reforestation signs on the plans and revise the edge management notes per the previously approved plan.**

This condition was met prior to the signature approval of the TCPII-039-01

6. **Prior to certificate approval, TCPII/39/01 shall be revised as follows:**
  - a. **Show the relocated SMECO power line and the clearing associated with that relocation and the revised location of the proposed Woodland Conservation Areas.**

- b. Revise the worksheet to include the additional clearing and remove all Woodland Conservation Areas from the proposed power line alignment.**

This condition was met prior to the signature approval of the TCPII-039-01.

The Planning Board approved DSP-04063 on December 1, 2005. The conditions of approval can be found in PGCPB Resolution No. 05-250.

- q. Prior to the certification of the detailed site plan, the detailed site plan and the Type II tree conservation plan shall be revised to use a retaining wall to eliminate the grading into the expanded stream buffer shown on Sheet 7 of 10 of the TCP II on the north side of the wetlands and behind the four residential units west of the main north-south street.**
- r. 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 which may be required.**
- s. Prior to the certification of the detailed site plan, the Type II tree conservation plan shall be revised to:**
  - (i.) Use a retaining wall to eliminate the grading into the expanded stream buffer shown on Sheet 7 of 10 of the TCPII on the north side of the wetlands and behind the four residential units west of the main north/south street.**
  - (ii.) Revise the worksheet as needed.**
  - (iii.) Have the revised plan signed and dated by the qualified professional who prepared the plan.**
- t. Prior to the issuance of any new permits for Lot 11, TCPII/116/01 shall be revised to reflect clearing required for the development of Lot 11.**

These conditions were met prior to the signature approval of the TCPII-039-01-01.

The Planning Board approved DSP-04063-04 on December 7, 2017. The conditions of approval can be found in PGCPB No. 17-153.

- k. Revise the Type II tree conservation plan as follows:**
  - (1) Revise the conservation worksheet to provide sufficient "Total Woodland Conservation Provided." The worksheet, as submitted, has a 0.09-acre shortfall.**

- (2) **Provide the current tree conservation plan general notes per the Environmental Technical Manual. The corrected notes will include the current \$9.00 per square foot mitigation fee.**
- (3) **Provide the current environmental approval block and include the purpose of this third revision.**
- (4) **Show the noise/retaining wall with a sufficient setback from the limit of disturbance.**
- (5) **Revise the plan, as necessary, to remove all disturbance from outside of the limits of disturbance.**
- (6) **Identify the floodplain on the plan using the symbol represented in the legend.**
- (7) **Remove the WGL Easement from the preservation area, as declared in Liber 7779, page 305.**
- (8) **Revise the “Woodland Conservation Provided” on the worksheet, as necessary, to reflect any changes required.**

This condition was met prior to the signature approval of the TCPII-039-01-03.

## **ENVIRONMENTAL REVIEW**

### **Natural Resources Inventory**

Section 27-273 (e)(6) requires an approved natural resource inventory (NRI) with CSP applications. The site has an approved Natural Resources Inventory (NRI-075-2022), which correctly shows the existing conditions of the property. There are five specimen trees on-site and five specimen trees located off-site. The site does not contain regulated environmental features (REF) as defined in Section 24-101(b)(27) of County Code such as primary management area (PMA), streams, wetland, 100-year floodplain, and their associated buffers. The Type 1 Tree Conservation Plan (TCP1) and CSP show all the required information correctly in conformance with the NRI.

### **Woodland Conservation**

The site is subject to the grandfathering provisions of the 2024 Woodland and Wildlife Conservation Ordinance because the property has an approved and implemented TCP in accordance with Section 25-119(g) of County Code. This original CSP and TCP1 application was accepted prior to July 1, 2024, and the case was put on hold due to an applicant change. TCP1-052-97-03 does not propose any additional woodland clearing. The property must conform to the environmental regulations of the 2010 Woodland Conservation Ordinance (2010 WCO) and the 2018 Environmental Technical Manual.



The “Signature Club East” application is part of the overall “Manokeek” and “Signature Club at Manning Village” developments. The overall site is 343.65 acres with 43.82 acres within the 100-year floodplain for a net tract area of 299.83 acres. The phased woodland conservation worksheet provided shows the woodland conservation threshold for the overall Manokeek and Signature Club subdivisions at 36.64 percent, or 106.87 acres. There is a total of 273.61 acres of woodlands with 43.61 acres within the wooded floodplain. This CSP application area is 16.90 acres with no floodplain and 13.32 acres of existing woodlands.

Previously approved TCPs showed and accounted for all the on-site woodlands within the subject application area as being removed with the future developments. The developed phases of this development met their woodland conservation requirement with off-site woodland conservation at the time of first permit. The previously approved TCPs proposed that the off-site woodland conservation requirement for Outparcel B and Lot 12 were to be met at the time of the first permit. According to M-NCPPC woodland records, the requirement of 7.19 acres of off-site woodland conservation was not met with first permit utilizing TCP2-039-01-03. The prior Outparcel B off-site woodland conservation requirement of 1.78 acres is required as part of this application. Before the issuance of the first permit for this application, the applicant must provide the entire 8.79 acres of off-site woodland conservation.

### **Specimen Trees**

Section 25-122(b)(1)(G) requires that “Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved. The design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree’s condition, and the species’ ability to survive construction as provided in the Technical Manual.”

If, after careful consideration has been given to the preservation of the specimen trees there remains a need to remove any of the specimen trees, a variance to Section 25 122(b)(1)(G) of County Code is required. Applicants can request a variance to the provisions of Division 2 of Subtitle 25 (the Woodland and Wildlife Habitat Conservation Ordinance or WCO) provided all of the required findings in Section 25-119(d) of County Code can be met. An application for a variance must be accompanied by a letter of justification (LOJ) stating the reasons for the request and how the request meets each of the required findings.

The application area contains five on-site and five adjacent specimen trees with fair and good condition ratings. The current design proposes to remove four on-site specimen trees and impact to the critical root zone to the remaining on-site specimen tree.

### **Review of Subtitle 25 Variance Request**

A Subtitle 25 Variance application and a statement of justification in support of the variance was received for review with this application and was dated January 23, 2024.

Section 25-119(d)(1) of the 2010 WCO contains six required findings to be made before a variance can be granted. The Letter of Justification submitted seeks to address the required findings for the four specimen trees, and details specific to individual trees have been provided in the following chart.

### Specimen Tree Schedule Summary

ST #	Common Name	Diameter at Breast Height - DBH (In inches)	Condition	Percentage of Root Zone Impact	Impact Area	Retain/Remove
ST-31	White oak	33	Good	100	Tree/CRZ	Remove
ST-34	American beech	33	Fair	65	Tree/CRZ	Remove
ST-35	White oak	33	Good	91	Tree/CRZ	Remove
ST-38	White oak	34	Good	22	CRZ	Retain
ST-39	White oak	33	Good	52	Tree/CRZ	Remove

OST= Off-site Specimen Tree

### Statement of Justification Request:

A variance from Section 25-122(b)(1)(G) is requested for the removal of the four on-site specimen trees and impacting the root zone of one on-site specimen tree.

This variance is requested to the Woodland and Wildlife Habitat Conservation Ordinance, which requires, under Section 25-122 of the Prince George’s County Zoning Ordinance, that “woodland conservation shall be designed as stated in this Division unless a variance is approved by the approving authority for the associated case.” A Statement of Justification was submitted with this request addressing how the findings of Section 25-119(d)(1) of the 2010 WCO are being met.

The text in **bold**, labeled A-F, are the six criteria listed in Section 25-119(d)(1) of the 2010 WCO. The plain text provides responses to the criteria.

### **(A) Special conditions peculiar to the property have caused the unwarranted hardship;**

To meet this finding, an applicant must demonstrate that, without the variance, the applicant cannot develop a use of the property that is both significant and reasonable. The applicant must further show that the use cannot be achieved elsewhere on the property.

In relation to other properties in the area, special conditions peculiar to the property would cause an unwarranted hardship if the applicant were required to retain the four specimen trees identified as specimen trees ST-31, ST-34, ST-35, and ST-39. This application area has received several previous approvals as part of the larger Manokeek and Signature Club developments. The area subject to this application was always shown with no on-site woodland preservation or reforestation areas. No specimen trees were identified on the previously approved tree conservation plans. These specimen trees have grown to specimen size over time and are not in areas designated as woodland conservation.

The applicant proposes to develop the subject location into a mixed-use development as planned with the overall Manokeek and Signature Club development to meet the growing needs of housing for the County. Specimen Tree ST-31 is located within the proposed parking, pool, and sidewalk area at the northern portion of the property.

Specimen tree ST-34 and ST-35 are located along the northeastern property line between two proposed stormwater management facilities and proposed building, with CRZ impacts of over 30 percent. Specimen tree ST-39 is located along the eastern property line and has proposed CRZ impact of over 30 percent for proposed parking. Given these significant impacts, the identified specimen trees are unlikely to survive even with protection measures.

Staff find the applicant's proposal of a mixed-use development within a previously approved mixed-use zone area to be significant and reasonable. The site is flat, and grading is required to provide the proper stormwater drainage and infrastructure flow for the proposed development. Saving these four specimen trees and not impacting over 30 percent of their CRZ would impact the developable areas. The applicant's proposed building, associated parking, and infrastructure could be located elsewhere on the subject property, but the site would still need to be graded to provide the required drainage and flow, and the four specimen trees CRZ would still be impacted over 30 percent. Requiring the applicant to retain these four specimen trees on the site by designing the development to avoid impacts to the CRZ would limit the area of the site available for the orderly development that is consistent with the property's zoning, to the extent that it would cause the applicant an unwarranted hardship.

**(B) Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas.**

Enforcement of the requirement that all specimen trees be preserved, along with an appropriate percentage of their CRZ, would deprive the applicant of rights commonly enjoyed by others in similar areas with comparable zoning.

The applicant states that the M-X-T-zoned proposed mixed-use development will be placed in hardship and will be deprived of the right to fully develop the site if the rule of preservation of four of the specimen trees is enforced.

The four trees requested for removal are due to their location on-site adjacent to or within proposed stormwater management, building, and parking areas. Based on the location and species of the specimen trees proposed for removal, retaining the trees and avoiding disturbance to the CRZ of specimen trees ST-31, ST-34, ST-35, and ST-39 would have a considerable impact on the development potential of the property, by further limiting areas necessary for grading, stormwater management, and parking. Not granting the variance request for specimen trees ST-31, ST-34, ST-35, and ST-39, would prevent the site from being developed in a functional and efficient manner like other developments of similar size and use.

**(C) Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants.**

This variance is not a special privilege that would be denied to other applicants.

All variance applications for the removal of specimen trees are evaluated in accordance with the requirements of Subtitle 25 and the ETM for site-specific conditions. When similar trees were encountered on other sites for comparable developments, they have been evaluated under the same criteria. Specifically, other similar residential and commercial/retail developments featuring specimen trees in similar conditions and locations have been subject to the same considerations during the review of the required variance application.

**(D) The request is not based on conditions or circumstances which are the result of actions by the applicant.**

The applicant states that the removal of the four specimen trees is based on environmental site design engineering practices to grade a mostly wooded site to gain proper drainage and adequate building area. This mixed-use development will increase the on-site stormwater management requirement which will be met with 31 micro-bioretenment facilities and 21 micro-bioretenment planter boxes.

Staff concur that the request is not based on conditions or circumstances which are the result of the actions by the applicant. The applicant has taken no action leading to the conditions or circumstances that are the subject of the variance request. The location of the trees and other natural features throughout the property is based on natural or intentional circumstances that long predate the applicant's interest in developing this site. Specimen trees grow to such a large size because they were left undisturbed on a site for sufficient time to grow; however, the species, size, construction tolerance, and location on a site are all unique for each site. The request to remove the trees is solely based on the trees' locations on the site and root zone impacts. These trees are requested for removal to achieve a reasonable development area for the mixed use and associated infrastructure for this site.

**(E) The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property;and**

There are no existing conditions, existing land, or building uses on the site, or on neighboring properties, that have any impact on the location or size of the four specimen trees. Specimen trees ST-31, ST-34, ST-35, and ST-39 have grown to specimen tree size based on natural conditions and has not been impacted by any neighboring land or building uses.

**(F) Granting of the variance will not adversely affect water quality.**

The removal of four specimen trees will not adversely affect water quality standards nor cause measurable degradation in water quality. The project will be subject to the sediment and erosion control requirements of the Prince George's County Soil Conservation District (PGSCD), and the approval of a stormwater concept plan by DPIE.

The application is part of the larger Manokeek and Signature Club developments and all the developed areas have met their woodland conservation requirements through on-site woodland preservation, reforestation, and the use of off-site woodland credits. This application is proposing to meet their additional woodland conservation requirement with off-site woodland credits.

### **Recommendation**

The required findings of Section 25-119(d) of the 2010 WCO have been adequately addressed for the removal of four specimen trees identified as Specimen Trees ST-31, ST-34, ST-35, and ST-39. Staff recommend the Planning Board approve the requested variance for the removal of four specimen trees for the construction of a mixed-use development, required parking, and associated infrastructure. The applicant has demonstrated that based site constraints due to the proposed development and infrastructure, reforestation, and preservation, the specimen trees cannot be replaced onsite.

### **Preservation of Regulated Environmental Features/Primary Management Area**

Regulated environmental features (REF) are required to be preserved and/or restored to the fullest extent possible under Section 24-130(a) of the Environmental Standards of Subdivision Regulations.

No regulated environmental features (REF) exist on-site; therefore, there is no impact by the proposed development.

### **Soils**

In accordance with Section 24-131 of County Code, this application was reviewed for unsafe land restrictions. The predominant soils found to occur on-site, according to the US Department of Agriculture Natural Resource Conservation Service Web Soil Survey are Beltsville silt loam, Grosstown gravelly silt loam, Lenni and Quindocqua soils, and Udorthents. Marlboro clay and Christiana complexes are not found on or near this property.

No further action is needed as it relates to this application. At the time of permit, a soils report may be required by the DPIE.

### **Stormwater Management**

In accordance with Section 27-273(e) (6) of the Zoning Ordinance, the CSP shall be consistent with an approved stormwater management (SWM) concept plan. The SWM concept design is required to be reviewed and approved by the Department of Permitting, Inspections and Enforcement (DPIE) Site Road Section to address surface water runoff issues in accordance with Subtitle 32, Water Resources Protection and Grading Code. This requires that environmental site design (ESD) be implemented to the maximum extent practicable.

An unapproved SWM Concept Plan (35682-2023-SDC) was submitted with the application. The SWM concept plan shows the use of ESD elements to address water quality requirements. The SWM concept plan proposes using the 31 micro-bioretenment facilities and 21 micro-bioretenment planter boxes. Submittal of the approved SWM concept plan and approval letter reflective of the development proposed is required prior to the future preliminary plan submission.

The application area has an existing regional pond that was approved by DPIE with 39068-2017-0. This stormwater pond serves the adjacent Addition to Signature Club subdivision, portions of Manning Road, and the subject application Signature Club East development. Conformance with the provisions of the County Code and state regulations with regards to stormwater management will be reviewed by the DPIE prior to issuance of permits.

#### **SUMMARY OR RECOMMENDED CONDITIONS**

The Environmental Planning Section recommends approval of Conceptual Site Plan CSP-23002 and Type 1 Tree Conservation Plan TCP1-052-97-03 with the following findings and conditions:

#### **Recommended Findings:**

1. The required findings of Section 25-119(d) of the 2010 Woodland and Wildlife Habitat Conservation Ordinance (2010 WCO) have been adequately addressed for the variance request from Section 25-122((b)(1)(G) of the 2010 WCO for the removal of four specimen trees identified as Specimen Trees ST-31, ST-34, ST-35, and ST-39.
2. The application contains no regulated environmental features.

#### **Recommended Conditions:**

1. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-052-97-03) in conformance with Section 25-121 of County Code. The following note shall be placed on the final plat of subdivision:

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-052-97-03, or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”



# THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

## MEMORANDUM

DATE: June 5, 2025

TO: Te-Shung Huang, Planner IV  
Urban Design Section, Development Review Division  
Planning Department

VIA: Sonja Ewing, Division Chief [SME](#)  
Jameka Smith, Assistant Division Chief [JS](#)  
Dominic Quattrocchi, Planning Supervisor [DAQ](#)  
Park Planning and Environmental Stewardship Division  
Department of Parks and Recreation

FROM: Ivy R. Thompson, AICP, Planner III [IRT](#)  
Land Acquisition/Management & Development Review Section  
Park Planning and Environmental Stewardship Division, DPR

SUBJECT: **CSP-23002 Signature Club East**

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

### **PROPOSAL**

This application is for a mixed-use development of up to 300 single-family-attached residential dwelling units and 12,000 sf commercial retail use.

### **BACKGROUND:**

The site is located on the east 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 2022 *Land Preservation, Parks and Recreation Plan for Prince George's County*, and *Formula 2040, Functional Master Plan for Parks, Recreation and Open Space*. This property is currently unimproved.

### **DISCUSSION:**

The property is within Park Service Area 6. Nearby developed park facilities include Accokeek Park located within 1.7 miles of the subject property, and Accokeek East Park located approximately within 4.5 miles of the site. Fort Washington Forest Community Center and Park are also located approximately within 5.5 miles of the subject site. Additionally, Mattawoman Watershed Stream Valley Park is located within 0.5 miles 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

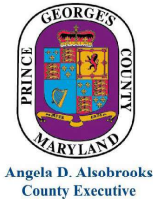
recommended to meet long-term needs. The site plan identifies areas for recreation facilities and future residents will have access to the recreation amenities of the larger Signature Club development. DPR staff supports the provision of onsite recreation, with an emphasis on the provision of outdoor recreation opportunities that can fulfill the Sector Plan vision of enhancing the overall community for residents. The provision of recreation and any trail facilities will be assessed with the review of the preliminary plan of subdivision (PPS).

**RECOMMENDATION:**

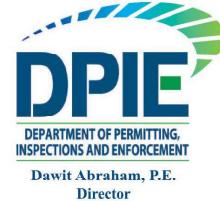
DPR staff recommends the Planning Board approve Conceptual Site Plan amendment CSP-23002 Signature Club East. DPR staff recommends that at the time of preliminary plan of subdivision review the applicant provide onsite recreation facilities to fulfill the dedication of parkland requirement.

cc: Leonard Pettiford





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



**MEMORANDUM**

March 12, 2024

**TO:** Huang. Te-sheng (Emery), Subdivision Review Section  
Development Review Division, M-NCPPC

**FROM:** Rey de Guzman, P.E., Acting Associate Director  
Site/Road Plan Review Division, DPIE *Rey de Guzman*

**Re:** Signature Club East  
CSP-23002

**CR:** Manning Road  
**CR:** Berry Road

In response to the CSP-23002 referral, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The subject site (16.90 acres, zoned MXT) is located at the northeast quadrant of the intersection of Manning Road East and Berry Road (MD 228).
- The proposed conceptual site plan is to develop lot 12 and outparcel B with up to 300 multifamily dwelling units and 12600 square footages of commercial/retail.
- This site will be accessed through Manning Road.
- In the permitting stage, the applicant shall provide the ultimate right-of-way (ROW) frontage improvements on Manning Road East. Improvements within the public right-of-way as dedicated to the county are to be per the county road ordinance, the Department of Public Works and Transportation (DPW&T) specifications, and standards, and to the ADA.
- Applicant should consider removing the proposed driveway entrance close to the intersection of Berry Road.
- In the permitting stage, the applicant shall provide Shared Lane on Manning Road frontage as it calls for on the master plan.
- In the permitting stage, the applicant shall dedicate rights-of-way to public use as per the master plan.

- In the permitting stage, the applicant shall provide an access study to determine the adequacy of the proposed access point(s) and the need for acceleration/deceleration and turning lanes.
- The Site Development Concept Plan associated to this property is not yet approved by DPIE.
- Berry Road (MD 228) is a state-maintained roadway. As such, we defer all additional comments to the Maryland Department of Transportation State Highway Administration (MDOT-SHA).
- Remove and replace pedestrian ramps along Manning Road north side at the Manokeek village center entrance to be ADA compliant. This will be for both entrances which are closest to Berry Road (MD228) 4 ramps in total.
- Remove the existing 4' sidewalk and replace it with an ADA-compliant 5' sidewalk along the north side of Manning Road between Berry Road (MD228) and Clinton Drive.
- We concur with the results of the TIA. Please note that there are other non-County maintained roadways and intersections that are under the jurisdiction of MDOT SHA, as such we defer all additional comments related to these intersections and roadways to the MDOT SHA.
- A site development concept application DPIE 35682-2023-SDC is still under review. The approved concept will need to be consistent with CSP-23002.
- There is no floodplain associated with this property.
- A soil investigation report, which includes subsurface exploration and geotechnical engineering evaluation for public streets and proposed buildings is required.
- DPIE has no objection to the proposed DSP-23012.

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

cc: Abdullah, Mariwan, P.E., Acting Chief, S/RPRD, DPIE  
 Rene Lord-Attivor, Chief, Traffic Engineering, S/RPRD, DPIE  
 Nanji Formukong, District Engineer, S/RPRD, DPIE  
 Salman Babar, CFM, Engineer, S/RPRD, DPIE  
 Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE  
 Signature 2016 Commercial, LLC, 9130 Silver Pointe Way, Fairfax Station, VA 22039  
 Edward Gibbs, Inc., 1300 Caraway Ct, Suite 102 Upper Marlboro, MD 20774



*Division of Environmental Health/Disease Control*

Date: February 29, 2024

To: Te-sheng (Emery) Huang, Urban Design, M-NCPPC

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

Re: CSP-23002 Signature Club East

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 Signature Club East located at 340 and 420 East Manning Road in Accokeek and has the following comments / recommendations:

1. Health Department permit records indicate there are approximately five existing carry-out/convenience store food facilities and one markets/grocery stores within a ½ mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes. ***The applicant should consider designating space for a retail facility that provides healthy food options such as fresh fruits and vegetables.***
2. 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.
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.

If you have any questions or need additional information, please contact me at 301-883-7677 or [aadepoju@co.pg.md.us](mailto:aadepoju@co.pg.md.us).



Environmental Engineering/Policy Program  
Largo Government Center  
9201 Basil Court, Suite 318, Largo, MD 20774  
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711  
[www.princegeorgescountymd.gov/health](http://www.princegeorgescountymd.gov/health)



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**RE: SDRC: CSP-23002 (SIGNATURE CLUB EAST) SDRC#2 resubmission**

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**From** SHEA, CHARLES <cs239m@att.com>

**Date** Wed 2025-05-28 11:06 AM

**To** AZZAM, ABDULKADER <aa9168@att.com>; LANGHORNE, DANIEL <dl9346@att.com>; Townsend, Donald <Donald.Townsend@ppd.mncppc.org>; Huang, Te-sheng (Emery) <Tesheng.Huang@ppd.mncppc.org>

**Cc** HWARY, AHMED ED <ah5959@att.com>; IBRAHIM, WALID <wi340d@att.com>; HWARY, SARA <sh3700@att.com>; HASSAN, HATIM <hh9514@att.com>

**[EXTERNAL EMAIL]** Exercise caution when opening attachments, clicking links, or responding.

At&t LNS has no existing utilities at this location.

Regards ,

**Charles P. Shea**

**Desk:** 703.288.9400 Ext. 1006

**Mobile:** 703-338-8024

**Email:** [cs239m@att.com](mailto:cs239m@att.com)

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**From:** AZZAM, ABDULKADER <aa9168@att.com>

**Sent:** Tuesday, May 27, 2025 9:54 AM

**To:** SHEA, CHARLES <cs239m@att.com>; LANGHORNE, DANIEL <dl9346@att.com>

**Cc:** HWARY, AHMED ED <ah5959@att.com>; IBRAHIM, WALID <wi340d@att.com>; HWARY, SARA <sh3700@att.com>; HASSAN, HATIM <hh9514@att.com>; AZZAM, ABDULKADER <aa9168@att.com>

**Subject:** FW: SDRC: CSP-23002 (SIGNATURE CLUB EAST) SDRC#2 resubmission

**Importance:** High

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**From:** Townsend, Donald <[Donald.Townsend@ppd.mncppc.org](mailto:Donald.Townsend@ppd.mncppc.org)>

**Sent:** Tuesday, May 27, 2025 9:48 AM

**To:** Smith, Tyler <[Tyler.Smith@ppd.mncppc.org](mailto:Tyler.Smith@ppd.mncppc.org)>; Gross, Thomas <[thomas.gross@ppd.mncppc.org](mailto:thomas.gross@ppd.mncppc.org)>; Stabler, Jennifer <[Jennifer.Stabler@ppd.mncppc.org](mailto:Jennifer.Stabler@ppd.mncppc.org)>; Chisholm, Amelia <[Amelia.Chisholm@ppd.mncppc.org](mailto:Amelia.Chisholm@ppd.mncppc.org)>; PPD-CPDreferrals <[cpdreferrals@ppd.mncppc.org](mailto:cpdreferrals@ppd.mncppc.org)>; Henderson, Tamika <[Tamika.Henderson@ppd.mncppc.org](mailto:Tamika.Henderson@ppd.mncppc.org)>; Albrecht, Jill <[Jill.Albrecht@ppd.mncppc.org](mailto:Jill.Albrecht@ppd.mncppc.org)>; Franklin, Judith <[Judith.Franklin@ppd.mncppc.org](mailto:Judith.Franklin@ppd.mncppc.org)>; Bishop, Andrew <[andrew.bishop@ppd.mncppc.org](mailto:andrew.bishop@ppd.mncppc.org)>; Hancock, Crystal <[crystal.hancock@ppd.mncppc.org](mailto:crystal.hancock@ppd.mncppc.org)>; Smith, Noelle <[Noelle.Smith@ppd.mncppc.org](mailto:Noelle.Smith@ppd.mncppc.org)>; Gupta, Mridula <[Mridula.Gupta@ppd.mncppc.org](mailto:Mridula.Gupta@ppd.mncppc.org)>; Holley, Edward <[Edward.Holley@Pgpark.com](mailto:Edward.Holley@Pgpark.com)>; Thompson, Ivy <[Ivy.Thompson@Pgpark.com](mailto:Ivy.Thompson@Pgpark.com)>; Larman, Brooke <[Brooke.Larman@ppd.mncppc.org](mailto:Brooke.Larman@ppd.mncppc.org)>; Hughes, Michelle <[Michelle.Hughes@ppd.mncppc.org](mailto:Michelle.Hughes@ppd.mncppc.org)>; PPD-EnvDRDreferrals <[ppd-envdrdreferrals@ppd.mncppc.org](mailto:ppd-envdrdreferrals@ppd.mncppc.org)>; Nichols, Page <[Page.Nichols@ppd.mncppc.org](mailto:Page.Nichols@ppd.mncppc.org)>; Fields, Ernest <[Ernest.Fields@ppd.mncppc.org](mailto:Ernest.Fields@ppd.mncppc.org)>; Reilly, James V <[JVReilly@co.pg.md.us](mailto:JVReilly@co.pg.md.us)>; [SLToth@co.pg.md.us](mailto:SLToth@co.pg.md.us); [AMGullickson@co.pg.md.us](mailto:AMGullickson@co.pg.md.us); [rsdeguzman@co.pg.md.us](mailto:rsdeguzman@co.pg.md.us); [WKEdelen@co.pg.md.us](mailto:WKEdelen@co.pg.md.us); Giles, Mary C. <[mcgiles@co.pg.md.us](mailto:mcgiles@co.pg.md.us)>; Lord-Attivor, Rene <[rlattivor@co.pg.md.us](mailto:rlattivor@co.pg.md.us)>; [sgsnyder@co.pg.md.us](mailto:sgsnyder@co.pg.md.us); [mabdullah@co.pg.md.us](mailto:mabdullah@co.pg.md.us); Formukong, Nanji W. <[nwformukong@co.pg.md.us](mailto:nwformukong@co.pg.md.us)>; [mtayyem@co.pg.md.us](mailto:mtayyem@co.pg.md.us); [cdsalles@co.pg.md.us](mailto:cdsalles@co.pg.md.us); [etbeckert@co.pg.md.us](mailto:etbeckert@co.pg.md.us); [KMAZZARA@CO.PG.MD.US](mailto:KMAZZARA@CO.PG.MD.US); [jrusssel@co.pg.md.us](mailto:jrusssel@co.pg.md.us); [shelkabbani@co.pg.md.us](mailto:shelkabbani@co.pg.md.us); [vweissberg@co.pg.md.us](mailto:vweissberg@co.pg.md.us); [chii@co.pg.md.us](mailto:chii@co.pg.md.us); [ndonoghue@co.pg.md.us](mailto:ndonoghue@co.pg.md.us);

CSP-23002\_Backup 93 of 202



# Memorandum

Date: May 9, 2025

To: Prince Georges County Planning Department  
1616 McCormick Drive, Largo, Maryland 20774  
Attn: Development Review

From: Keith E. Ulrich – Project Coordinator Engineering  
14950 Cooperative Place  
Hughesville, MD 20637

Subject: SDRC Resubmission CSP-23002 (Signature Club East) SDRC 050925 – 1<sup>ST</sup> REVIEW

Development Review,

This memorandum, submitted on behalf of the Southern Maryland Electric Cooperative (SMECO), is to provide comments on the drawings submitted by Prince Georges County Planning Department received by SMECO, and currently under review for the above referenced plan.

## General Comments

1. On future design submittals show field locations of all overhead and underground wet and dry utilities within the limit of any provided plans. Show all underground and overhead conductors between devices.
2. On future designs show a minimum 10 ft wide Public Utility Easement (PUE) along all public and private, existing and proposed, property road right of way frontages, on any provided subdivision plats and design plans. PUE's are to be clear of any obstructions and encumbrances. Examples of encumbrances are Stormwater devices and easements, amenities such as landscaping, berming, sidewalks and trails and other civil features. PUE's are to be on both sides of existing and proposed public and private roads and alleys. No buffers such as forestation and roadway buffers are to encroach/overlap into the PUE.
3. Review SMECO Service Guide found on the SMECO web site.
4. Have 911 address listed on all proposed buildings requiring electric service.
5. For detailed site plans, Electronic Service Requests (ESR's) with load letters and riser diagrams are required when service requested. This form is found on the SMECO web site
6. If any lighting proposed is SMECO lighting, an executed easement/right of way is required between the owner/applicant for any SMECO area or streetlight. A note is required on the final site plan.
7. Electric Meters are to be on road/alley side of units and to adhere to SMECO Service Guide requirements for clearance criteria. A note stating this is required on Final County approved plans.
8. SMECO's standard utility easement must be accepted and conveyed by the Developer/Builder, in addition to a designated Public Utility Easement (PUE), prior to installing any infrastructure necessary to energize the project.
9. Additional comments possible with future submittals.



# THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

PGCPB No. 00-142

File No. CSP-99050

## R E S O L U T I O N

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

WHEREAS, in consideration of evidence presented at a public hearing on July 20, 2000, regarding Detailed Site Plan CSP-99050 for MANOKEEK, the Planning Board finds:

1. Location: The subject property is located on both the east and west sides of Berry Road (MD 228) south of the intersection of Berry Road and Indianhead Highway (MD 210). The portion of the property located west of MD 228 is bounded to the south and west by Manning Road; to the north by the MD 210 right-of-way and vacant property Zoned R-R; and to the east the MD 228 right-of-way. The portion of the property located east of MD 228 is bounded to the south by Manning Road; to the east by developed and vacant single-family residential lots Zoned R-R; to the north by the MD 210 right-of-way and a vacant property Zoned R-R; and to the west by the MD 228 right-of-way.
2. The Proposed Development: The purpose of the subject application is approval of a Conceptual Site Plan for a site of approximately 97 acres in the M-X-T Zone. The applicant's three proposed uses for the property are residential (senior/age restricted dwellings), commercial, and office. In its entirety, the proposed development will allow for 1,427,500 to 1,686,461 square feet of gross floor area. The proposed uses will be sited on Pods 1, 2, and 3. Commercial/retail and office space will occupy Pods 1 and 3, while Pod 2 will be occupied by the senior/age restricted dwellings with a small allowance for service-oriented commercial/retail and office. Pods 1 and 2 are bisected by an existing electric utility easement. The application consists of a Conceptual Site Plan, Tree Conservation Plan-Type I, and an Illustrative Site Plan for the entire site. Access from MD 210 and MD 228 was denied for the subject property; therefore ingress/egress to all three pods will be via Manning Road.
3. Background: The *Subregion V Master Plan and SMA* (1993) rezoned the subject property from E-I-A to the M-X-T Zone. Mixed Use development was specifically recommended for the subject property. In a memorandum (Rovelstad to Jordan) dated July 7, 2000 master plan issues pertaining to the subject application and the proposed development are raised. See Findings No.7 and 10 for a detailed discussion of the noted issues.

On September 14, 1993, the District Council approved *The Subregion V Master Plan and SMA* and adopted Zoning Ordinance No. 60-1993 which rezoned the property to M-X-T. Zoning Ordinance No. 60-1993 does not contain any conditions or considerations with respect to the subject property. The proposed plan is in full conformance with Zoning Ordinance No. 60-1993.

4. The proposed site development data for the subject application is as follows:

Zone	M-X-T
Gross/Net Tract Area	96.79 acres
Pod 1	26.04 acres
Pod 2	57.47 acres
Pod 3	13.27 acres
Proposed Uses	
Senior/Age Restricted Dwellings	1,238,961 square feet
Commercial/Retail	337,500 feet
Office/Retail	110,000 feet

5. Conformance with the Requirements of the Woodland Conservation Ordinance: The subject application was referred to the Environmental Planning Section, and in a memorandum (Markovich to Jordan) dated July 11 , 2000, the following comments were provided:

“Wetlands, streams and the associated buffers have been found to occur on this property and have been reflected with the appropriate buffers on the Conceptual Site Plan. The proposal will result in impacts to the 25-foot wetland buffer and will require the approval variation to the Subdivision Ordinance during the review of the Preliminary Plat of Subdivision. Some of the wetland and wetland buffer impacts are questionable in that some slight adjustments to the development area could significantly reduce the number of impacts proposed. A copy of the Wetland Delineation Report for this application shall be submitted to the Environmental Planning Section for review in conjunction with the Preliminary Plan of Subdivision. At that time the applicant shall clarify if streams associated with the wetlands found on this site.

“There are no Scenic or Historic Roads on or adjacent to this phase of the development. There are no Marlboro clays in the vicinity of this site. Based on information available to this office there are no species of special State concern in the immediate vicinity of this property. The Sewer and Water Service Categories for this property are 4 and 4 respectively. Approximately 90% of this property has soils classified as Beltsville silt loams with the balance of the soils being classified as Othello silt loam. The primary limitations with these soils are seasonally high water tables and impeded drainage, which would typically require the applicant to address subsurface drainage issues associated for any basement areas.

“During the review of the Preliminary Plan of Subdivision (4-97091) the areas included in this Conceptual Site Plan application were approved as Outlots 1, 2 and 3. Since development of the Outlots is not permitted without a new Preliminary Plan of Subdivision, the applicant was not required to provide a Detailed Noise Study. The applicant submitted a

Noise Study dated June 20, 2000 which has been reviewed and found to be acceptable with respect to the noise predictions resulting from the traffic on MD Route 210. However, the study did not address the noise generated by the traffic on MD Route 228 which is located to the south of the residential living areas. Based on the study it will be necessary for the applicant to address noise attenuation measures for several of the residential buildings. Therefore, the Noise Study is found to be acceptable with respect to this Conceptual Site Plan subject to the conditions outlined later in this memorandum.

“This site is not exempt from the requirements of the Woodland Conservation Ordinance. A Forest Stand Delineation (FSD) and a Type I Tree Conservation Plan (TCPI/52/97) was submitted and approved in conjunction with the approval of Preliminary Plan of Subdivision 4-97091. TCPI/52/97 addressed the development activities for the R-R and R-A portions of that Preliminary Plan and proposed no woodland clearing on the M-X-T portion of the property that is the subject of this application. Furthermore, the 91.47 acres of woodland located on the M-X-T portion of the property were identified as Tree Save Areas until such time as a specific development proposal for the Outlots was initiated. The applicant has submitted a revision to TCPI/52/97 which addresses the changes to the M-X-T zone only. The TCP has been reviewed and found to satisfy the requirements of the Prince George’s County Woodland Conservation Ordinance. The M-X-T portion of the property totals 95.87 acres and has a Woodland Conservation Threshold of 15% or 14.40 acres. There is an additional 18.23 acres of replacement requirements for a total of 32.63 acres requirement on the M-X-T portion of the property. That requirement is being satisfied by 18.60 acres of on-site preservation in priority retention areas, 3.51 acres of on-site reforestation and 10.52 acres of off-site mitigation. TCPI/52/97 is recommended for approval in conjunction with SP-99050 subject to conditions.”

The said conditions can be found in the Recommendation Section of this staff report.

6. Transportation: The subject application was referred to the Transportation Planning Section and in a memorandum (Masog to Jordan) dated July 11, 2000, the following comments were provided:

“The applicant prepared a traffic impact study dated May 2000, and prepared in accordance with the methodologies in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*. The study has been referred to the County Department of Public Works and Transportation and the State Highway Administration, and comments from both agencies are attached. The Transportation Planning Section has reviewed the application and the study, and the findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the staff which are consistent with the *Guidelines*.

“Summary of Traffic Impact Study



"The applicant has prepared a traffic impact study in support of the application using new counts taken in April 2000. The traffic impact study prepared and submitted on behalf of the applicant analyzed the following intersections:

MD 210/MD 228 - signalized now and in the future  
MD 228 WB left/MD 210 SB left - under construction now; signalized in the future  
MD 228/Manning Road - unsignalized now; signalized in the future  
Manning Road/Sr. Living Ent. - future; unsignalized  
Manning Road/Retail North Ent. - future; unsignalized  
Manning Road/Retail South Ent. - future; unsignalized

"With the development of the subject property, the traffic consultant has determined that adequate transportation facilities in the area can be attained with four improvements in place:

- "1. The widening of MD 228 to four lanes, which is currently under construction.
- "2. The reconfiguration of the MD 210/MD 228 intersection, which is currently under construction.
- "3. The signalization of the MD 228/Manning Road intersection, along with need upgrades to the Manning Road approaches to the intersection.
- "4. The installation of a roundabout along Manning Road just north of MD 228 to serve the uses planned for the site on the north side of MD 228.

"The applicant would construct the improvements proposed above which are not currently under construction.

"Staff Analysis of Traffic Study

"Existing conditions in the vicinity of the subject property are summarized as follows:

EXISTING CONDITIONS			
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)
MD 210/MD 228	992	1335	A D
MD 228 WB left/MD 210 SB left	planned		
MD 228/Manning Road	39.9*	51.2*	-- --
Manning Road/Senior Living Entrance	planned		
Manning Road/Retail North Entrance	planned		

Manning Road/Retail South Entrance

planned

\*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 the *Guidelines*, an average 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.

"A review of background development in the area was conducted by the applicant. The traffic study also includes a growth rate of 1.5 percent per year along MD 210 and MD 228 to account for growth in through traffic. The widening of MD 228 to a four-lane divided highway between MD 210 and the Mattawoman Creek is currently funded for construction in the State Consolidated Transportation Program (CTP). This project, which includes a major reconfiguration of the MD 210/MD 228 intersection, is under construction and is considered to be a part of the background traffic situation. Background traffic conditions (existing plus growth in through traffic plus traffic generated by background developments) are summarized below:

BACKGROUND CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 210/MD 228	928	1001	A	B
MD 228 WB left/MD 210 SB left	341	912	A	A
MD 228/Manning Road	46.4*	70.0*	--	--
Manning Road/Senior Living Entrance	planned			
Manning Road/Retail North Entrance	planned			
Manning Road/Retail South Entrance	planned			

\*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 the *Guidelines*, an average 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.

"This mixed use application varies slightly from the traffic impact study assumptions, as described below:

- "1. Pod 1, the portion south of MD 228, is proposed to contain up to 220,000 square feet of commercial space, with a minimum of 15,000 square feet of office space. The traffic study assumes 220,000 square feet of retail space. In the staff's analysis, we will utilize 205,000 square feet of retail space and 15,000 square feet of office space, and consider the numbers in the traffic study as a maximum.

Also, the staff's analysis will consider retail uses which generate AM peak hour traffic.

- "2. Pod 2, the portion north of MD 228 and west of Manning Road, is proposed to contain up to 1,239,000 square feet in senior housing and community/care facility space, and also up to 70,000 square feet of commercial space. The traffic study assumes 800 senior housing units. The staff's analysis will consider:
  - "1. 800 units of senior housing, with the assumption that the community/care facility space is incidental to the senior housing community project.
  - "2. Because the conceptual plan does not integrate Pads A and B with Pads C and D within Pod 2, we must assume that the commercial uses may be open to the public rather than open to residents of the senior housing community only. Therefore, staff will assume up to 70,000 square feet of retail or office space, whichever has the highest trip generation.
- "3. Pod 3, the portion north of MD 228 and east of Manning Road, is proposed to contain up to 157,500 square feet of commercial space, with a minimum of 10,000 square feet of office space. The traffic study assumes 157,500 square feet of retail space. In the staff's analysis, we will utilize 147,500 square feet of retail space and 10,000 square feet of office space, and consider the numbers in the traffic study as a maximum. Also, the staff's analysis will consider retail uses which generate AM peak hour traffic.
- "4. The Guidelines allow a percentage of retail trips to be considered as pass-by trips, i.e., trips which are already on the roadway. With a potential for as much as 422,500 square feet of retail space on the site, the Guidelines would suggest a 40 percent pass-by rate. Given that the property straddles a major highway, however, we do not believe that the property will function as a single large retail center but rather as two smaller centers, suggesting that a slightly higher pass-by rate would apply. The traffic study assumed pass-by rates of 46 percent and 48 percent for the south and north sides of MD 228. The staff agrees with the assumption, but prefers to use a single rate of 47% for both sides of the highway.

"The table below shows the site trip generation, as assumed by the transportation staff and incorporated in the transportation staff's recommendations:

SITE TRIP GENERATION - MANOKEEK —X-T			
Area/Use	Pass-By Trips - in/out (AM & PM)		Net New Trips (AM & PM)
Pod 1 - Retail - 205,000 square feet	45/45	308/308	104/51 348/348

Pod 1 - Office - 15,000 square feet	0/0	0/0	27/3	5/23
Pod 1 - Total Net Trips	----	----	131/54	380/380
Pod 2 - Sr. Housing - 800 units plus community/care	0/0	0/0	72/32	40/88
Pod 2 - Commercial - 70,000 square feet	0/0	105/105	126/14	119/119
Pod 2 - Total Net Trips	----	----	198/46	159/207
Pod 3 - Retail - 147,500 square feet	37/37	222/222	86/41	250/250
Pod 3 - Office - 10,000 square feet	0/0	0/0	18/2	4/15
Pod 3 - Total Net Trips	----	----	104/43	262/262
Entire Site - Total Net Trips	----	----	433/143	801/849

“Total traffic under future conditions without improvements, as analyzed by the transportation staff, is summarized below:

TOTAL TRAFFIC CONDITIONS W/O IMPROVEMENTS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 210/MD 228	958	1053	A	B
MD 228 WB left/MD 210 SB left	412	1110	A	B
MD 228/Manning Road	172.1*	+999*	--	--
Manning Road/Senior Living Entrance	10.2*	38.1*	--	--
Manning Road/Retail North Entrance	9.7*	34.1*	--	--
Manning Road/Retail South Entrance	9.6*	12.4*	--	--
*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 the <i>Guidelines</i> , an average 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.				

“The applicant has proffered the construction of a roundabout at the Manning Road/Senior Living Entrance, and has also proffered signalization at the MD 228/Manning Road intersection. With these traffic control modifications in place, total traffic would be as summarized below:

TOTAL TRAFFIC CONDITIONS WITH IMPROVEMENTS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 210/MD 228	958	1053	A	B
MD 228 WB left/MD 210 SB left	412	1110	A	B
MD 228/Manning Road	1066	1278	B	C
Manning Road/Senior Living Entrance	10.2*	38.1*	--	--
Manning Road/Retail North Entrance	9.7*	34.1*	--	--
Manning Road/Retail South Entrance	9.6*	12.4*	--	--
*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 the <i>Guidelines</i> , an average 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.				

“The transportation staff received the following comments from the Department of Public Works and Transportation (DPW&T):

- “1. DPW&T believes that the traffic study should have considered three access points into the retail center south of Manning Road, but the study only considered two. Transportation planning staff believes that while the observation is valid, neither of the two access points showed delays so high that there was reason to consider signalization at any. This finding is not likely to change if three access are analyzed.
- “2. DPW&T indicated that each exit onto Manning Road should have two lanes exiting, along with needed acceleration and deceleration lanes along Manning Road. The exits should be checked at the time of Detailed Site Plan; improvements along Manning Road will be determined at the time of road dedication by DPW&T.

“We also received comments from the State Highway Administration (SHA):

- “1. Signalization at MD 228 and Manning Road will need to be coordinated with the SHA’s Office of Traffic and Safety.
- “2. The applicant should provide a roundabout along Manning Road north of MD 228 to serve the entrances to the senior living community and the retail center.
- “3. The SHA has determined that they would not support split phasing of the signal at MD 228/Manning Road, as proposed in the traffic study. Therefore, the SHA requests that the applicant provide exclusive dual left-turn lanes and an exclusive through lane on both Manning Road approaches to MD 228. Also, the SHA requests that both exclusive right-turn lanes along Manning Road at MD 228 be designed as free-flow channelized right-turn lanes. The transportation staff supports these recommendations, and has incorporated the SHA recommendation into the intersection results presented above.

“With the planned development and the improvements which have been proffered by the applicant (and with SHA’s suggested changes), all intersections within the study area for this application operate acceptably in both weekday peak hours. The applicant will be required to construct all improvements needed to relieve any inadequacies identified under the Total Traffic condition.

#### “Plan Comments

“MD 210 is a Master Plan freeway (F-11 in the *Subregion V Master Plan*) and MD 228 is a planned expressway facility (E-7 in the same plan). The conceptual plan makes provision for these facilities. The *Subregion V Master Plan* also recommends future grade-separated interchanges at the MD 210/MD 228 and the MD 228/Manning Road intersections. It is not clear that the plan, as submitted, makes adequate provision for these

future interchanges. The eastern and western portions of Pod 2 as identified on the submitted have areas of parking and even buildings which may extend into areas which would eventually become the footprint of planned interchanges. Right-of-way issues for the subject property should be completely resolved prior to preliminary plat approval.

“Manning Road is a master plan collector (C-526 in the *Subregion V Master Plan*). The alignment shown on the submitted plan generally conforms to the Master Plan concept. It is important to keep in mind that C-526 would eventually extend north of the traffic circle to serve the properties within Employment Area E. Therefore, the traffic circle within the subject property should be designed to enable usage by vehicles which would serve a light industrial area.”

This property was placed in the M-X-T zone by means of a sectional map amendment. Therefore, Section 27-546(d)(8) requires that the applicant demonstrate adequate transportation facilities at the time of Conceptual Site Plan. Based on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed development as required under Section 27-546(d)(8) of the Prince George's County Code if the application is approved with the conditions found in the Recommendation Section of this staff report.

7. Conformance with the Requirements of the Zoning Ordinance in the M-X-T Zone, including the Requirements of the Prince George's *Landscape Manual*: The requirements of Section 27-546(d) for development in the M-X-T Zone are as follows:

- a. **The proposed development is in conformance with the purposes and other provisions of this division;**

Comment : The proposed development is in conformance with the purposes and other provisions of this Division. The site is located within close proximity to a major interchange, MD 210 and MD 228. The proposed development provides for all three of the required uses in the M-X-T Zone, Residential, Retail and Office. The proposed development has the potential to encourage a 24 hour environment with the inclusion of a retail and office component. In general, the proposed development creates a dynamic, functional relationship among individual uses with the potential for a distinctive visual character and identity.

- b. **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;**

Comment : Adjacent development relevant to the subject property is sparse. The only development adjacent to the subject property is a few single-family detached residential lots on the northwest side of proposed development Pod 2. A subdivi-

sion of existing single-family detached homes is east of, and in proximity to proposed development Pods 2 and 3. The proposed development provides for a mix of uses that should be a stimulus for economic revitalization for this area of the county. Staff believes that the infusion of a quality commercial/retail component in this area will ultimately improve the quality of life and present a positive image for the community as a whole.

- c. **The proposed development is compatible with existing and proposed development in the vicinity;**

Comment : Given that the surrounding community is comprised of residential, parkland, and small scale commercial development, staff believes that the proposed development is compatible with, and complementary to, existing and proposed development in the vicinity.

- d. **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;**

Comment : The mix of proposed uses, and the arrangement and design of buildings and other improvements, which will include an area specifically designated for use by the general public as a gathering place, will reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability.

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

Comment : In general, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases. Staged development, or phases, have not been proposed by the applicant. In order to insure that the retail and office component are constructed in a timely fashion, it is recommended that use and occupancy permits for the commercial/retail and office components in Pod 1 should be issued by the issuance of 50 percent of the residential building permits for Pod 2. Furthermore, it is recommended that use and occupancy permits for the commercial/retail and office components in Pod 3 should be issued by the issuance of 90 percent of the residential building permits for Pod 2.

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



Comment : In general, the pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development. Since the development pods are separated by MD 228 and Manning Road, it is difficult to provide a comprehensive pedestrian network that will foster circulation between all pods without vehicular conflicts. Although separated by Manning Road, development Pods 2 and 3 will have pedestrian linkages between them, given the nature of local traffic anticipated to use the thoroughfare. Proposed pedestrian circulation within the individual pods does promote and encourage pedestrian activity.

- g. **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 types and textures of materials, landscaping and screening, street furniture, and lighting; and**

Comment : Within development Pod 2, and between Pods 2 and 3 there are a total of five (5) designated "focal points". The applicant has stated that some, if not all of, these focal points will be areas within the development which will be used for passive/active socially-oriented pedestrian activities, or as gathering places for people. Therefore, it is recommended that at the time of Detailed Site Plan review specific attention be given to the designated focal points with respect to human scale, urban design, and other amenities, such as materials, landscaping/screening, furnishings, and lighting.

- h. **On a Conceptual Site Plan for a 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 Consolidation Transportation Program, or will be provided by the applicant, 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.**

Comment : See Finding No. 6 for a detailed discussion of all existing and proposed transportation facilities.

The Conceptual Site Plan is in general conformance with the regulations governing development in the M-X-T Zone.

Sections 4.2, Commercial and Industrial Landscape Strip Requirements, 4.3(b)(c), Parking Lot Requirements, Perimeter Landscape Strip Requirements, Interior Planting, and 4.7, Buffering Incompatible Uses, apply to the subject site. The concept plans appear to generally be in conformance with the requirements of the *Landscape Manual*.

8. Design Guidelines: Section 27-274 (a)(6) of the Zoning Ordinance which establishes the required Design Guidelines for site and streetscape amenities for Conceptual Site Plans states the following:

**“Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:**

- (ii) **The design of amenities should take into consideration the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas.”**

In addition, Section 27-274 (a)(5)(A), Green Area, states the following:

**“On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use. To fulfill this goal, the following guidelines should be observed:**

- (vii) **Green area should generally be accented by elements such as landscaping, pools, fountains, street furniture, and decorative paving.”**

There are no existing structures, pedestrian areas, or development of any kind on the subject property. The nearby existing residential developments do not provide any viable streetscape treatment that may be appropriate for, and/or replicated in the proposed development, given the commercial/retail and office components proposed. The subject property should set the standards for streetscape treatment and redevelopment of adjacent properties in the future. In order to provide conformance with the guidelines above, and in an effort to ensure an attractive, quality development, this treatment should include the use of special, decorative paving in proposed sidewalks, extensive perimeter landscape planting along all roadway frontages where parking lots and building rears are exposed, substantial interior landscape planting at building frontages and all surface parking areas, and amenities throughout the site. Building materials should be of high quality, and should be coordinated throughout the site. A condition has been included in the Recommendation Section of this report which requires that the specific details of the streetscape treatment shall be established at the time of Detailed Site Plan.

9. Trails: The subject plan was referred to the Transportation Planning Section for review and in a memorandum (Shaffer to Jordan) dated July 10, 2000 it was found that no trails

for the subject property are required by either the Countywide Trails Plan or the 1993 Subregion V Master Plan. It was noted that the approved Preliminary Plat, 4-97091, for the single-family detached Manokeek Subdivision does have trail requirements, and conditions pursuant to those requirements are reflected in the Recommendation Section of this staff report.

10. Urban Design : The Urban Design staff has reviewed the subject application and provides the following comments:

- a. Section 27-548(d) of the Zoning Ordinance states the following:

**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 protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.**

Development Pod 1 is located between MD 228 and Manning Road on the east side of Manning Road, directly across from the approved Manokeek subdivision of 106 single-family detached dwellings. Pod 1 is proposed to provide a mix of commercial/retail and office uses. Based on the plan layout and the proposed areas of landscaping/screening indicated at the perimeter of Pod 1, specifically the area of frontage on Manning Road across from the approved subdivision, staff is concerned that there will be a negative visual impact upon future residents of the Manokeek subdivision given that commercial/retail and office are proposed directly across from, and fronting onto, the residential properties. Given the orientation of the proposed building pads in relation to where the proposed parking will be located it appears to staff that it is very likely that the rears of the commercial/retail and office components in Pod 1 will face the residential Manokeek subdivision. The applicant has stated that the landscaping indicated along the frontage of Manning Road for Pod 1 would meet the minimum requirements of the *Landscape Manual*. Staff does not believe that this treatment will be adequate.

All three of the proposed development pods will have significant and extensive frontage on either MD 210, MD 228, Manning Road, or a combination of the thoroughfares. Although the plan indicates perimeter landscape screening at all three pods where they abut the said vehicular rights-of-way, staff is concerned that the landscaping indicated may be minimal with respect to the requirements of the *Landscape Manual*. Furthermore, staff believes that for a development proposal of this magnitude it is appropriate to provide perimeter landscaping above that required by the *Landscape Manual* to lessen the visual impact to the surrounding community and vehicular traffic, while protecting the character of the M-X-T Zone and the adjoining land uses.

Therefore, it is recommended that at the time of Detailed Site Plan specific attention be given to the proposed landscaping/screening at the perimeter of all development pods with respect to the abutting rights-of-way and adjoining land uses, and furthermore that all perimeter landscaping/screening proposed for the development pods shall exceed the requirements of the *Landscape Manual* in terms of width and plant quantities by no less than 100 percent.

- b. Development Pods 1 and 3 provide for the majority of commercial/retail and office uses. The plan proposes a generally linear layout for both development pods with expansive areas of surface parking provided to accommodate the proposed uses. Although the applicant is required to provide adequate area for parking to serve the proposed square footage of each respective use, staff is concerned that given the large continuous areas of surface parking proposed the minimum requirements of the *Landscape Manual* pertaining to parking lot interior green will not be sufficient to mitigate the visual and environmental impact of the asphalt parking area. Therefore, it is recommended that at the time of Detailed Site Plan specific attention be given to the proposed parking lot interior green specifically at development Pods 1 and 3, and furthermore that the parking lot interior green proposed for development Pods 1 and 3 shall exceed the requirements of the *Landscape Manual* by no less than 25 percent.
- c. 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 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.
- d. The subject development pods are generally separated from the surrounding community by MD 210, MD 228, and Manning Road. Generally, the proposed development pods are bounded by undeveloped properties and the provision of pedestrian linkages to the surrounding community at-large is impractical, given the property location and the potential pedestrian/vehicular conflicts and constraints.

- e. Scale of the proposed structures is a component to be considered when evaluating a development of this size proposed in a generally residential community with large expanses of open space. Although the proposed development will be a landmark in the community, staff is concerned that the proposed structures not be of a height/scale that diminishes the rural/open space quality of the existing community, nor should they introduce an inappropriate urban/metropolitan context into the community. Therefore, it is recommended that the maximum height of the office and residential structures be limited to 3-4 stories.
  - f. Development Pods 1 and 2 are bisected by an existing Southern Maryland Electric Company public utilities easement. Although burying the electrical line would provide for a more aesthetically pleasing development, the development review process does not afford the Planning Board the authority to mandate any activity within a public utilities easement controlled by another agency. Neither the applicant nor the respective public utility can be forced to remove the existing utility line through this process. It is recommended that the applicant investigate burying the line.
  - g. Staff believes that a comprehensive approach to signage for the subject development would be a benefit to promoting a positive image for the subject development. Therefore, it is recommended that at the time of Detailed Site Plan review specific attention be given to the proposed signage and that a comprehensive signage design approach be undertaken for the commercial/retail and office components of the development.
  - h. Concerns have been noted in the referral from the Community Planning Section that the commercial/retail components located at the corner of Manning Road and MD 228 are prospective locations for gas stations. Staff concurs in this concern, and given the applicants stated intent to provide a development of high architectural quality, staff believes that the prominent and most visible pad sites located at the said corners should project the highest of architectural quality. Furthermore, whether located at a development pod corner or its periphery, a gas station should be compatible in terms of articulation and materials with the surrounding commercial/retail components. Therefore, it is recommended that at the time of Detailed Site Plan review specific attention be given to any gas station proposed within the development, and furthermore that the proposed architecture shall be of high quality compatible with that of the surrounding commercial/retail components.
11. Subdivision: The applicant included the subject property as part of an application for approval of a Preliminary Plat of Subdivision, 4-97091, which was approved by the Planning Board on March 5, 1998 (PGCPB No. 98-22). At that time the portion of Manokeek which is currently under consideration for Conceptual Site Plan approval was

designated as Outlots 1, 2, and 3, and it was noted that at that time the said outlots were identified as tree save areas which would require a new TCP when the outlots were developed. Therefore, it is recommended that prior to approval of an application for Detailed Site Plan review the applicant shall obtain Preliminary Plat of Subdivision for Outlots 1, 2, and 3 as designated on approved Preliminary Plat 4-97091 to create legal lots of subdivision.

12. The subject application was referred to the Accokeek Development Review District Commission, and in a letter (Thompson to Hewlett) dated June 12, 2000 several concerns were raised with respect to the proposed development. See Finding No. 10 for a detailed discussion of the noted issues.
13. The subject application was referred to all applicable agencies and divisions; no significant issues were identified. The Department of Public Works & Transportation provided comments for designated roadway improvements within the right-of-way. The plans should address these comments at the time of the review of permits.
14. The Conceptual Site Plan represents a reasonable alternative for satisfying the Site Design Guidelines of Subtitle 27, Part 3, Division 9 of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type I Tree Conservation Plan (TCP 52/97) and further APPROVED Detailed Site Plan CSP-99050 for the above-described land, subject to the following conditions:

1. 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.
- 2. Prior to Detailed Site Plan approval, a Preliminary Plat of Subdivision for the subject property shall be approved by the Planning Board.
  - 3. Certificates of occupancy shall be issued for 75,000 square feet of commercial/retail and office components in development Pod 1 by the issuance of 50 percent, or 400 units, of the residential permits in development Pod 2. Furthermore, certificates of occupancy shall be issued for 125,000 square feet of commercial/retail and office components in the entire development by the issuance of 75 percent, or 600 units, of the residential permits in development Pod 2.
  - 4. The Type I Tree Conservation Plan shall be further refined during the review of the Preliminary Plan of Subdivision to address reforestation in the Stormwater Management facilities, additional on-site preservation and/or reforestation and to address intrusions into the wetlands and wetland buffers.
  - 5. The applicant shall submit a detailed Noise Study for review and approval in conjunction with the Preliminary Plan of Subdivision for development Pod 2 which clearly reflects the limits of the 65 dBA noise contours for MD. Routes 210 and 228 at the residential areas of Pod 2. The study shall propose noise attenuation measures for all residential areas which are located within the 65 dBA noise contours.

6. 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.
7. Total development within the subject property shall be limited to an 800-unit senior housing community, and approximately 447,500 square feet of mixed retail and office space; or different uses generating no more than the number of peak hour trips (576 AM peak hour trips and 1,650 PM peak hour trips) generated by the above development. Community facilities, skilled care facilities, and incidental office and retail space which are not public but are developed within the senior housing community shall be considered ancillary and additional to the permitted 800-unit community.
8. The following road improvements shall (a) have full financial assurances, or (b) have been permitted for construction through the SHA access permit process, and (c) have an agreed-upon timetable for construction with the SHA or the DPW&T. Staging of these improvements will be determined at Preliminary Plat of Subdivision:

A. MD 228 at Manning Road:

- (1) Prior to the approval of the Detailed Site Plan for the subject property, the applicant shall submit an acceptable traffic signal warrant study to the State Highway Administration (SHA) and the County Department of Public Works and Transportation (DPW&T) for the intersection of MD 228 and Manning Road. If deemed warranted by the SHA and the DPW&T, the applicant shall bond the signal with the appropriate agency prior to the release of the initial building permit, and install the signal if directed prior to the release of the bonding for the signal.
- (2) Provide the following lane configuration at MD 228 and Manning Road:
  - a. Along the eastbound and westbound MD 228 approaches, two through lanes, an exclusive right-turn lane and an exclusive left-turn lane.
  - b. Along the northbound and southbound Manning Road approaches, an exclusive through lane, dual left-turn lanes and an exclusive right-turn lane. Per direction of the SHA, both right-turn lanes should be designed as free-flow channelized lanes.



B. Manning Road at Senior Living/Retail entrance (north of MD 228):

- (1) Provide a roundabout, or a similar intersection design that provides sufficient capacity and safety, with design details to be coordinated with the SHA and the DPW&T. A consideration in the design should be the potential continuation of Manning Road as C-526 to the north to serve the properties which make up Employment Area E.
9. At the time of Detailed Site Plan, the transportation staff will ensure that each exit from Pod 1 onto Manning Road allows for at least a two-lane exit. The transportation staff will also ensure that appropriate acceleration and deceleration lanes are provided to serve Pod 1 as a part of frontage improvements along Manning Road.
10. At the time of Preliminary Plat of Subdivision, provision must be made for adequate right-of-way along MD 210, MD 228 and Manning Road to support Master Plan recommendations. These recommendations include future interchanges at MD 210/MD 228 and MD 228/Manning Road. Appropriate right-of-way lines and setbacks will be determined at that time.
11. Parcels C and other small parcels for trail connections shall be dedicated to the M-NCPPC, in accordance with Condition 7 of 4-97091.
12. Parcels G and H shall be dedicated to M-NCPPC and a six-foot wide asphalt trail connection shall be constructed by the applicant to join Manning Road with the stream valley, in accordance with 4-97091.
13. 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.
14. Appropriate signage and pavement markings should be provided in order to ensure safe pedestrian crossings at the Berry Road and Manning Road intersection.


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

\* \* \* \* \*

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 Brown, seconded by Commissioner Boone, with Commissioners Hewlett, Boone and Brown voting in favor of the motion, at its regular meeting held on Thursday, July 20, 2000, in Upper Marlboro, Maryland.

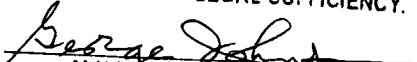
Adopted by the Prince George's County Planning Board this 27<sup>th</sup> day of July 2000.

Trudye Morgan Johnson  
Executive Director

  
By Frances J. Guertin  
Planning Board Administrator

TMJ:FJG:JJ:leb

APPROVED AS TO LEGAL SUFFICIENCY.

  
M-NCPPC Legal Department

Date 7/25/00



# THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

PGCPB No. 05-228

File No. CSP-99050-01

## RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on November 3, 2005 regarding Conceptual Site Plan CSP-99050-01 for Signature Club at Manning Village, the Planning Board finds:

1. Request: To revise the layout of Pod 2 only, including a reduction to the overall density from 800 dwelling units to 315 total units to include 111 single-family detached units, 140 townhouses, 4 semidetached units, and 60 multifamily units. The entire development is proposed as a condominium regime for an age-restricted (ages 55 and over) community. This plan eliminates previously approved 10,000 to 20,000 commercial retail and 35,000 to 50,000 office.

This case is being reviewed concurrently with Detailed Site Plan DSP-04063 for development of Pod 2.

### 2. Development Data Summary

	EXISTING	PROPOSED
Zone	M-X-T	M-X-T
Use(s)	Vacant	Commercial retail, office, residential
Acreage	70.75	70.75
Outlots	2	0
Lots	0	2
Dwelling Units	0	315
F.A.R.	0.04	0.24

3. Location: The site is in Planning Area 84, Council District 9. More specifically, it is located at in the northeastern quadrant of the intersection of Indian Head Highway (MD 210) and Berry Road (MD 228).
4. Surroundings and Use: The site is bounded to the east by forested land with single-family detached residential development beyond; to the south by single-family detached residential development; to the west by a combination of forested and single-family detached residential development; and to the north by single-family detached residential development.
5. Previous Approvals: The relevant site was the subject of Conceptual Site Plan CSP-99050 was approved by the Planning Board on July 27, 2000, formalized in resolution PGCPB No. 00-142. and Preliminary Plans of Subdivision 4-01063 and 4-01064, formalized in resolutions PGCPB No.

02-07 and 02-08 adopted February 7, 2002. A stormwater management concept approval was issued on October 19, 2004, and is valid until October 19, 2007. Final Plats of Subdivision 5-05029 and 5-05030 were approved by the Planning Board on March 3, 2005, and were recorded as Manokeek, Plat 13 and 14 in Plat Book 205, Pages 45 and 46, on March 8, 2005. Plat 13 shows a single lot (Lot 11), the development proposed for the site is to be under a condominium regime. Plat 14 shows a single lot (Lot 12) and a large outparcel (Outparcel B), with neither plat containing a lotting pattern or road configuration.

6. **Design Features:** The proposed conceptual site plan is composed of three development pods. Pod 1, already developed with a variety of commercial/retail uses, parking areas and a stormwater management pond, is located southwest of Berry Road and encompasses a gross site area of 26.04 acres and includes 135,000-180,000 square feet of commercial/ retail space and 15,000 to 40,000 square feet of office retail. Pod 2 measures 57.47 acres and contains the major development contemplated by this revision to the conceptual site plan and by DSP-04063—315 residential units, recreational facilities, two stormwater management ponds and parking areas. Pod 2 is intended as an age-restricted residential community and its 315 residential units are divided into four “pads.” Each pad contains development as follows:

Pad	Type of Development	Number of units/Sq. footage
A	Townhomes	140
	Semidetached Units	4
B	Single-Family Dwellings	111
C	Multifamily	60
D	Community Building	2,496

Pod 3 is proposed to contain commercial retail development, a stormwater management pond, and a parking area and will have a gross site area of 13.27 acres. Three other stormwater ponds are provided in the development; two along MD 210 (Indianhead Highway) in the northern end of Pod 2 and a large pond along MD 228 (Berry Road) in the northern end of Pod 1. All roads in the development are proposed to be private except Manning Road, which is proposed as a public street and provides access to the development from MD 228. This revision to the conceptual site plan does not alter the previously proposed development within Pod 3.

Residential types are specified on the conceptual site plan as single-family detached (Type B), multifamily (Type C), townhouse including two semidetached units (Type A), and Clubhouse Pad (Type D). A perennial stream, floodplain and wetlands are indicated on the site, as are typical lighting, signs, and site furniture.

The proposed plan was designed in accordance with the M-X-T design guidelines of the Prince George’s County Zoning Ordinance regarding parking, loading, circulation, site lighting, green areas, signage, grading, service areas, and public spaces.



#### COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance.
8. **Conceptual Site Plan CSP-99050:** Conceptual Site Plan CSP-99050 was approved by the Planning Board on July 20, 2000. PGCPB Resolution 00-142, formalizing that approval, was adopted on July 27, 2000. The following conditions should be carried forward with this revision:
  1. 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.

6. 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.
7. Total development within the subject property shall be limited to an 800-unit senior housing community, and approximately 447,500 square feet of mixed retail and office space; or different uses generating no more than the number of peak hour trips (576 AM peak hour trips and 1,650 PM peak hour trips) generated by the above development. Community facilities, skilled care facilities, and incidental office and retail space which are not public but are developed within the senior housing community shall be considered ancillary and additional to the permitted 800-unit community.
9. At the time of detailed site plan, the transportation staff will ensure that each exit from Pod 1 onto Manning Road allows for at least a two-lane exit. The transportation staff will also ensure that appropriate acceleration and deceleration lanes are provided to serve Pod 1 as a part of frontage improvements along Manning Road.
13. 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.
14. Appropriate signage and pavement markings should be provided in order to ensure safe pedestrian crossings at the Berry Road and Manning Road intersection.

The above conditions have been added to the recommended conditions below.

9. Preliminary Plan of Subdivision, 4-01063 and 4-01064: Preliminary Plan 4-04163 and 4-01064 were approved by the Planning Board on February 7, 2002. Resolutions PGCPB 02-07 and 02-08, formalizing those approvals, were adopted on February 7, 2002. The preliminary plans were valid for two years and were given a one-year extension on April 22, 2004. The final plats were approved and recorded as PB 205 @ 45 and 46.

Staff has reviewed the requirements of PGCPB 02-07 and 02-08 and determined that the requirements apply at time of detailed site plan approval or prior to the issuance of building permits. Therefore, no requirements of the approval of the preliminary plan of subdivision are directly applicable to the approval of the subject conceptual site plan. Additionally, the project is based on a condominium regime and, therefore, no further subdivision action will be necessary.



10. **Landscape Manual:** The proposed residential development will be subject to Section 4.1, Residential Requirements; Section 4.3, Parking Lot Requirements and Section 4.7, Buffering Incompatible Uses. Compliance with the specific provisions of these sections will be determined at detailed site plan.
11. **Woodland Conservation Ordinance:** The property is subject to the Woodland Conservation Ordinance because it has previously approved tree conservation plans. CSP-99050 and TCPI/52/97 were previously approved with conditions by PGCPB 00-142. Preliminary Plan 4-01063 and TCP1/52/97-01 were approved with conditions by PGCPB No. 02-07. TCPII/121/99 was approved for the 210.60 acres of the Manokeek project that are in the R-A Zone and 32.64 acres in the R-R Zone. TCPII/121/99 has been revised at staff level several times with the most recent, TCPII/121/99-06, being revised on November 22, 2003. TCPII/112/01 was approved in conjunction with DSP-01036 for 26.04 acres of the Manokeek project in the M-X-T Zone and the most recent revision, TCPII/112/01-01, was approved by staff on July 15, 2003. TCPII/39/01 was approved for 57.47 acres of the Manokeek project in the M-X-T Zone. TCPII/39/01-01 is currently under review as a companion to DSP-04043 and includes 70.74 acres of the Manokeek project in the M-X-T Zone.

The revised Type I Tree Conservation Plan, TCPI/52/97-02, has been reviewed by the Environmental Planning Section and they have recommended its approval, subject to a single condition. Therefore, it may be said that the proposed project is in accordance with the requirements of the Woodland Conservation Ordinance.

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

- a. **Historic Preservation**—In an e-mail received May 25, 2005, the Historic Preservation Planning Section stated that the proposed project would have no impacts on historic resources.
- b. **Archeology**—In a memorandum dated April 12, 2005, the staff archeologist stated that Phase I (identification) archeological investigations were recommended on the above-referenced property and that the prehistoric site, 18PR287, identified in a 1986 survey should be relocated if possible. Additionally, she noted that the residence of John Manning was shown on the 1861 Martenet map just north of the intersection of Manning and Berry Roads. In a letter dated September 21, 2004, the Historic Planning Section stated that they had reviewed the archaeological Survey of the Manning Signature Club Property and Phase II Archaeological NRHP Evaluation of the Manning Signature Club #1 Site and that they concurred with the consultant's conclusion that, based on the paucity of artifacts and lack of features, no additional work would be required. They requested however, that four revised final copies of the consultant's report should be submitted to them. A condition to that effect is included in the Recommendation section of this report.

~~c. Community Planning~~—In a memorandum dated September 16, 2005, the Community Planning section stated:

- These applications are not inconsistent with the 2002 General Plan Development Pattern policies for the Developing Tier.
- The conceptual site plan revision proposal is generally consistent with the 1993 Subregion V Master Plan policies for mixed-use development in this area, as implemented by the Planning Board's approval of CSP-99050, Manokeek, on July 27, 2000. The site data table on this revised site plan does not accurately reflect the proposed development revisions.
- The detailed site plan proposal for a mix of age-restricted housing on development Pod 2 is generally consistent with the land use concept for higher density residential land use on this site as proposed in CSP-99050/01 and as originally approved in CSP-99050, albeit at a much lower density and without the commercial elements previously proposed for this part of the site.
- There are a number of site plan issues to address regarding the design or location of sound barrier walls, fencing, interior sidewalks and paths, and pedestrian access to other parts of the overall site.

In addition, the Community Planning Division raised the following planning and site plan issues:

- **Mix of Uses**—The 1993 master plan states, "A major mixed-use development area is recommended for the intersection of MD 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." (See page 90) The master plan envisaged mixed-use development being a mixture of retail, office, high-density residential uses, community, recreational and leisure facilities within close proximity to each other, all co-mingled in a shared environment.  
  
The proposed development conforms to the requirements of Sec. 27-548 of the Zoning Ordinance, which provides that "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." Taking into account the total mix of development for Pods 1-3, the land use proposal for Pod 2 substantially conforms to the development concepts approved in CSP-99050.
- **Fences and Walls (Along MD 228)**—A proposed sound barrier wall is shown along MD 228 on CSP-99050/01; there is a dashed line along the public utilities easement (PUE) adjacent to MD 228 on DSP-04063, but it is not identified on the legend. Moreover, there is no design detail on either the CSP or DSP documents



submitted to this division for review. The design of this fence/wall is important from two aspects: (1) the view of the site from highway frontage, which is extensive, and (2) the effectiveness of the design as a sound buffer for the proposed residential dwellings from traffic noise on MD 228, which is substantial. (Per Condition 5, PGCPB 00-142, CSP-99050 and Condition 4, PGCPB No. 02-07, Preliminary Subdivision 4-01063.)

Along site periphery elsewhere—A symbol that appears to be a fence is shown along the rest of the site but is not indicated in the DSP legend. Again, there is no detail for fence design. Although not as visible as the fencing along MD 228, as development occurs on adjoining sites, the fence design will be important.

**Urban Design Comment:** Subsequent to review by the Community Planning Section, the applicant has submitted additional materials, which include a detail for a proposed noise attenuation wall and a revised detailed site and tree conservation II plan. The Urban Design Section has found the design of the noise attenuation acceptable and the Environmental Planning Section has determined that the wall, in fact, provides noise attenuation to the required levels and that its placement on the site does not negatively impact the TCPH.

- Noise—Concerns have been raised in the community about noise from traffic on MD 228 and the measures proposed to mitigate the effect on future residents. In addition to the sound barrier wall indicated on CSP-99050/01, consideration should be given to acoustical interior buffering for the housing proposed in noise impact areas along MD 228.

**Urban Design Comment:** The Environmental Planning Section's review will ensure that exterior noise levels will be, at a maximum, 65dBA and interior noise levels will be 45dBA in accordance with standard requirements.

- Bocce Ball and Horseshoe Pits—There is a detail of these recreation facilities on page 11/11 of DSP-04063 (landscape plan), however, the location of these proposed facilities is not evident on the site plan. Are they proposed, or is the detail in error?

**Urban Design Comment:** The bocce ball facility and horseshoe pits detailed on the landscape plan will be provided for the proposed project.

- Interior Sidewalks and Trails—CSP-99050/01 indicates paths and trails, primarily along streets, but also in open space areas on the western portion of the site. Again, the legend for DSP-04063 does not contain a symbol for sidewalks, but their proposed location can be interpolated from parallel lines along the street. Sidewalks are generally proposed only on one side of the street, leaving residents on the opposite side to cross the street to reach a sidewalk, or to walk in the street

or across private yards. Consideration should be given to requiring sidewalks on both sides of the street.

**Urban Design Comment:** Condition 1(a) below requires sidewalks on both sides of all internal roads.

- **Exterior Pedestrian Access/Intersection Design**—Both MD 228 intersections with MD 210 and with Manning Road East are proposed to be grade separated. As the conceptual site plan is currently designed, there is a sidewalk indicated off-site along the entrance road connecting to Manning Road and to the future commercial development on Pod 3. However, there is no pedestrian access between Pod 1 (retail, commercial office) and Pod 2 (age-restricted residential community). Ideally, there would be a pedestrian friendly means to connect the residential and primary commercial components of this mixed-use development proposal, but none are shown on CSP-99050 as approved, or on the proposed amendment CSP-99050/01. The high-volume, high-speed character of MD 228, designated as an expressway, makes the design of a safe pedestrian crossing problematic, but it should not be impossible.

**Urban Design Comment:** Previous and a recommended condition below require such a crossing.

**d. Transportation**—In a memorandum dated September 26, 2005, the Transportation Planning Section stated the following:

It is noted that Section 27-546(b)(8) states that property placed in the M-X-T Zone by a sectional map amendment “shall provide supporting evidence which shows whether the proposed development will exceed the capacity of transportation facilities...” This site was placed in the M-X-T Zone by means of a sectional map amendment. A traffic study was submitted and reviewed in 1999 when the original CSP-99050 application was reviewed. Given that the purpose of the current plan revision is to decrease density on the site, it would appear that additional study of transportation is not needed. This is further emphasized by the fact that the entire subject property has been subdivided and restudied in 2001, and the entire property has been platted and recorded.

The original CSP included the following land uses within the traffic analysis:

Retail/Commercial/Office: 447,500 square feet  
Age-Restricted Housing: 800 residences



The current plan (taking note of the companion detailed site plan) includes the following land uses:

Retail/Commercial/Office: 230,000 square feet  
Age-Restricted Housing: 315 residences

Given that the residential and nonresidential densities have been reduced, and in consideration that the original application was supported by a traffic study and that subsequent applications have resulted in the recordation of all portions of this site, it is determined that evidence is available to show that the proposed development will not exceed the capacity of transportation facilities.

The access and circulation shown on the conceptual plan appears to be reasonable.

Insofar as the uses proposed on this site plan are generally consistent with the uses proposed at the time of preliminary plan, making the basis for the preliminary plan findings is still valid, and in consideration of the materials discussed earlier in this memorandum, the transportation staff finds that the subject property will be adequately served within a reasonable period of time with transportation facilities which are existing, programmed, or which will be provided as a part of the development if the development is approved. Given that the conditions on the original CSP-99050 have been superseded by conditions placed upon the three preliminary plans approved within the site, it does not appear necessary to carry the transportation-related conditions forward on the revised conceptual plan.

- e. **Subdivision**—In a memorandum dated May 9, 2005, the Subdivision Section offered the following:

The Planning Board approved Preliminary Plans 4-01063 and 4-01064 on February 7, 2002. The resolutions, PGCPB 02-07 and 02-08, were adopted on February 7, 2002. The preliminary plans were valid for two years and were given a one-year extension on April 22, 2004. Final plats of Subdivision 5-05029 and 5-05030 were approved by the Planning Board on March 3, 2005, and were recorded as Manokeek, Plat 13 and 14, in Plat Book 205, Pages 45 and 46, on March 8, 2005. Plat 13 shows a single lot (Lot 11); the development proposed for the site is to be developed under a condominium regime. Plat 14 shows a single lot (Lot 12) and a large outparcel (Outparcel B). Thus, neither contains a lotting pattern or road configuration.

- f. **Trails**—In a memorandum dated May 5, 2005, the senior trails planner stated that although no master plan trail issues in the adopted and approved Subregion V Master Plan impact the subject site, a comprehensive network of internal homeowner association trails has been provided. Additionally, with respect to sidewalk connectivity, the senior trails planner recommended, due to the density of the proposed development and the nature of the projected population, that sidewalks be provided on both sides of the street. He also

noted that safe and convenient pedestrian access be provided from the subject site to the commercial component of nearby Pod 3, including sidewalk and/or trail connections, and appropriate pavement markings and other safety features at the crossing of Manning Road should be provided in the future detailed site plan that will include Pod 3.

- g. **Public Facilities**— In a memorandum dated April 29, 2005, the Public Facilities Section stated that fire engine, ambulance, and paramedic services are all within response time guidelines. Ladder truck service, however, is beyond the established response time guidelines. In order to compensate for this deviation from established response time guidelines, the Public Facilities Section recommended that all commercial structures be fully sprinklered in accordance with National Fire Association Standard 13 and all applicable Prince George's County laws. The community building included in the project may be subject to this requirement, a determination of which will be made at the time of building permit review. Please note that the above synopsis of the Public Facilities Section's referral comments are offered for informational purposes only. Findings regarding the adequacy of public facilities are generally made at the time of the approval of a preliminary plan of subdivision for a site.
- h. **Environmental Planning**—In a memorandum dated October 5, 2005, the Environmental Planning Section offered the following:

#### **Background**

The Environmental Planning Section previously reviewed applications CSP-99050, 4-97091, 4-01063, 4-01064, 4-01065, TCPI/52/97, and TCPI/52/97-01 for the subject properties. CSP-99050 and TCPI/52/97 were approved with conditions by PGCPB. No. 00-142. Preliminary Plan 4-01063 and TCPI/52/97-01 were approved with conditions by PGCPB No. 02-07. TCPII/121/99 was approved for the 210.60 acres of the Manokeek project that are in the R-A Zone and 32.64 acres in the R-R Zone. TCPII/112/01 was approved in conjunction with DSP-01036 for 26.04 acres of the Manokeek project in the M-X-T Zone. TCPII/39/01 was approved for 57.47 acres of the Manokeek project in the M-X-T Zone. This application proposes a revision to 70.75 acres of the 338.77-acre Manokeek project. DSP-04063 and TCPII/39/01-01 for the same 70.75 acres are in concurrent review.

#### **Site Description**

This 70.75-acre property in the M-X-T Zone is located at the northwest corner of MD 228 and existing Manning Road. A review of the available information indicates that streams, wetlands, and wetland buffers are found to occur on the property although there are no areas of 100-year floodplain. No areas of steep slopes with highly erodible soils or areas of severe slopes have been found to occur on the property. MD 228, which is located along the southern property line, and MD 210, which is located along the western property line, have been identified as noise generators which would have adverse noise impacts on any residential development. The soils found to occur, according to the "Prince George's



County Soil Survey," include Beltsville silt loam and Aura gravelly loam, which have limitations with respect to perched water tables, impeded drainage, and a hard stratum. Marlboro clay is not found to occur in the vicinity of this property. According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program publication entitled "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 or historic roads in the vicinity of the property. This property is located in the Mattawoman Creek watershed.

#### Review of Previously Approved Conditions

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

PGCPB. No. 00-142, CSP-99050, July 27, 2000.

6. **Prior to the approval of the detailed site plan, the applicant shall clearly reflect on all appropriate plans the noise attenuation measures that 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 that reflect those components.**

**Comment:** This condition should be carried forward. Traffic-generated noise impacts are discussed in detail in the Environmental Review section below.

PGCPB. No. 98-22(A)/1, 4-97091, July 27, 2000.

2. **Prior to the issuance of any grading permits that impact wetlands, the applicant shall provide the Natural Resources Division with copies of the appropriate federal, state and local wetland permits that may be required.**

**Comment:** This condition should be carried forward, with rewording to note the change of "Natural Resources Division" to "Environmental Planning Section."

PGCPB. No. 02-07, 4-01063, February 7, 2002.

2. **A Type II tree conservation plan shall be approved in conjunction with the detailed site plan.**

**Comment:** This condition should be carried forward.

4. 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.

Comment: This condition should be carried forward.

#### Environmental Review

1. This site contains natural features that are required to be protected under Section 24-130 of the Subdivision Regulations. The Subregion V Master Plan indicates that there are substantial areas designated as Natural Reserve on the site. As noted on page 136 of the Subregion V Master Plan:

"The Natural Reserve Area is composed of areas having physical features which exhibit severe constraints to development or which are important to sensitive ecological systems. Natural Reserve Areas must be preserved in their natural state."

The Subregion V Master Plan elaborates on page 139:

"The Natural Reserve Areas, containing floodplain and other areas unsuitable for development should be restricted from development except for agricultural, recreational and other similar uses. Land grading should be discouraged. When disturbance is permitted, all necessary conditions should be imposed."

For the purposes of this review, the natural reserve includes all expanded stream buffers and isolated wetlands and their buffers. All streams shown as perennial or intermittent on the plans will require minimum 50-foot stream buffers that shall be expanded in accordance with Section 24-130(b)(6) of the Subdivision Regulations.

A wetlands study was submitted with this application. The 100-year floodplain has been approved by the Prince George's County Department of Environmental Resources. The expanded stream buffer required by Section 24-130 of the Subdivision Regulations is shown on the revised Tree Conservation Plan, TCPI/52/97-02.

The impacts shown on the Type I Tree Conservation Plan are consistent with those previously approved by the Planning Board.

**Recommended Condition:** 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.

2. The property is subject to the Woodland Conservation Ordinance because it has previously approved Tree Conservation Plans. CSP-99050 and TCPI/52/97 were approved with conditions by PGCPB. No. 00-142. Preliminary Plan 4-01063 and TCPI/52/97-01 were approved with conditions by PGCPB. No. 02-07. TCPII/121/99 was approved for the 210.60 acres of the Manokeek project that are in the R-A zone and 32.64 acres in the R-R zone. TCPII/121/99 has been revised at staff levels several times, with the most recent, TCPII/121/99-06, being on November 22, 2003. TCPII/112/01 was approved in conjunction with DSP-01036 for 26.04 acres of the Manokeek project in the M-X-T zone and the most recent revision, TCPII/112/01-01, was approved by staff on July 15, 2003. TCPII/39/01 was approved for 57.47 acres of the Manokeek project in the M-X-T zone. TCPII/39/01-01 is currently under review as a companion to DSP-04043 and includes 70.74 acres of the Manokeek project in the M-X-T zone.

The revised Type I Tree Conservation Plan, TCPI/52/97-02, has been reviewed. The basic changes to the plan include updating the worksheet to include as-built portions of the project and proposed new clearing for the area being reviewed as DSP-04063. The plan accurately reflects TCPII/121/99-06, TCPII/112/01-01 and TCPII/39/01. The plan accurately notes that some areas of off-site woodland conservation have been approved and the worksheet contains a footnote referencing all approved off-site woodland conservation including each site's TCPII number.

The plan proposes clearing 154.08 acres of the existing 270.07 acres of upland woodland and clearing 0.63 acres of the existing 43.61 acres of floodplain woodland. The woodland conservation threshold for the project is 106.33 acres. The woodland conservation requirement is 145.48 acres. The plan proposes to meet the requirement by providing 109.28 acres of on-site preservation, 5.44 acres of on-site planting and 30.76 acres of off-site conservation.

The plan proposes a large acreage of woodland conservation along Mattawoman Creek and within the large-lot residential area adjacent to the stream valley. This design is consistent with the adopted Green Infrastructure Plan.

There are technical revisions that need to be made and conditions are included in the recommendation section of this report.

**Recommended Action:** The Environmental Planning Section recommends approval of TCPI/52/97-02 subject to the following condition:

1. Prior to certification of the conceptual site plan, the Type I tree conservation plan shall be revised to:



- a. Label the M-X-T, R-R and R-A portions of the site on sheet 1 of 5.
- b. Type in previous approvals into the approval blocks.
- c. Fix the worksheet to indicate no "shortage."
- d. Have the revised plan signed and dated by the qualified professional who prepared the plan.

**Recommended Condition:** 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.

**Recommended Condition:** Prior to the issuance of any new permits for Lot 11, TCPII/116/01 shall be revised to reflect clearing required for the development of Lot 11.

2. MD 228, which is located along the southern property line, and MD 210, which is located along the western property line, have been identified as noise generators that would have adverse noise impacts on any residential development. For residential uses, outdoor activity areas must have noise levels of 65 dBA Ldn or less to be in conformance with Maryland standards. The outdoor activity areas on the impacted lots are the areas with 40 feet of the rears of the affected houses. The interiors of all structures must have noise levels of 45 dBA Ldn or less to be in conformance with state standards. Condition 5 of PGCPB No. 00-142 states:

"The applicant shall submit a detailed Noise Study for review and approval in conjunction with the Preliminary Plan of Subdivision for development of Pod 2 which clearly reflects the limits of the 65 dBA noise contours for MD Routes 210 and 228 at the residential areas of Pod 2. The study shall propose noise attenuation measures for all residential areas which are located with the 65 dBA noise contours."

A noise study was not submitted with Preliminary Plan 4-01063 as requested. Condition 4 of PGCPB No. 02-07, 4-01063 was created to replace Condition 5 of PGCPB No. 00-142, which requires a Phase II noise study at time of DSP submission.

Because this application is specifically proposing residential uses within an area that is significantly impacted by traffic-generated noise, a Phase I noise study is required for review. The ground level noise contour needs to be shown to evaluate the impact on outdoor activity areas and an upper level noise contour is



needed to evaluate the impact on the second story of residential structures. Because DSP-04063 for the same 70.75 acres is in concurrent review, a Phase II noise study may be substituted for a Phase I noise study.

A phase II noise study was submitted. Staff were initially concerned that on-site measurements were taken only after or before rush hour traffic. After discussions about this procedure with the acoustical engineer who prepared the report, staff are satisfied that this methodology for calibration of noise measuring devices is consistent with standard approved practices. The study clearly demonstrates the need for a noise attenuation structures. The approximate location is shown on the Type I tree conservation plan. The details of the structures should be further evaluated as part of the detailed site plan.

**Recommended Condition:** 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.

3. The 70.75 acres of the 338.77-acre Manokeek project that is the principal subject of this application has an approved stormwater management concept plan, CSD 32197-2004. The plan shows the extensive use of bioretention areas.

**Comment:** No further action regarding stormwater management is required for the review of this conceptual site plan.

- i. **Department of Environmental Resources (DER)**—In comments dated April 19, 2005, DER stated that the site plan for Manokeek—Signature Club at Manning Village, CSP-9905/01, is consistent with approved stormwater concept plans 32197-2004 and 008004410.
- j. **Department of Public Works and Transportation (DPW&T)**—In a memorandum dated May 24, 2005, DPW&T offered the following:
  - That because Berry Road (MD 228) and Indian Head Highway (MD 210) are state-maintained, coordination with the Maryland State Highway Administration is necessary.

**Urban Design Comment:** Staff has coordinated with the Maryland State Highway Administration regarding MD 228 and MD 210. Please see finding 11(o) below.

- That Manning Road East is a proposed Collector roadway within the property as shown on the area master plan for the Subregion V comprehensive plan.

**Urban Design Comment:** Transportation Planning Section staff has offered that the alignment of Manning Road East has been changed so that it is no longer necessary to show the collector roadway alignment on the plans nor to indicate right-of-way dedication for the road.

- That the roundabout on Manning Road east will have to be redesigned.

**Urban Design Comment:** DPW&T's requirement that the roundabout on Manning Road east will have to be redesigned shall be enforced through their separate permitting process.

- That street construction and right-of-way dedication for the proposed collector roadway (C-529) must be in accordance with DPW&T's standards.

**Urban Design Comment:** As stated above, since the alignment of Manning Road east has been changed, considerations regarding the collector have become unnecessary in connection with the subject project.

- That all storm drainage systems and facilities are to be in accordance with DPW&T's and the Department of Environmental Resources' requirements.

**Urban Design Comment:** Requirements regarding the design of storm drainage systems and facilities shall be enforced through DPW&T's separate permitting process except on Manning Road east. Internal subdivision streets are planned to be private.

- That conformance with DPW&T street tree and street lighting standards is required.

**Urban Design Comment:** Requirements regarding street trees and lighting shall be enforced through DPW&T's standards except on internal subdivision streets that are planned to be private.

- That an access study shall be conducted by the applicant and reviewed in order to determine the adequacy of access point(s) and the need for acceleration/deceleration and turning lanes.

**Urban Design Comment:** As per the Transportation Planning Section's comments, such study was completed, submitted, analyzed, and found acceptable by staff. The study's recommendations have been incorporated into project design.

- That all proposed roadways with 24-foot wide pavements are private roadways.

**Urban Design Comment:** All internal roads in the proposed development are planned as private roadways.

- That the applicant should show rights-of-way dedicated to public use and private roadway limits on the plans.

**Urban Design Comment:** All internal roads in the proposed development are planned as private roadways.

- That the posting of DPW&T bonds and the necessary permit fees are required for all subdivision roadways.

**Urban Design Comment:** All internal roads in the proposed development are planned as private roadways.

- That a DPW&T street construction permit for the proposed roadway improvements within the subdivision is required.

**Urban Design Comment:** All internal roads in the proposed development are planned as private roadways.

- That a cul-de-sac or turnaround meeting county standards at the end of all proposed roadways within the subdivision is required.

**Urban Design Comment:** All internal roads in the proposed development are planned as private roadways.

- That all improvements within the public right-of-way as dedicated to the county are to be in accordance with the county road ordinance, DPW&T's specifications and standards, and the Americans with Disabilities Act.

**Urban Design Comment:** All internal roads in the proposed development are planned as private roadways.

- That a soils investigation report which includes subsurface exploration and geotechnical engineering evaluation for Manning Road East and the subdivision streets is required.

**Urban Design Comment:** The soils investigation report for Manning Road east will be required through DPW&T's separate permitting process. All internal subdivision roads are planned to be private.



- That existing utilities may require relocation and/or adjustments and that coordination with the various utility companies is required.

**Urban Design Comment:** The applicant will, of necessity, coordinate with the various utility companies through the development process.

- k. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated April 21, 2005, WSSC stated that a water and sewer extension would be required. Additionally, they stated that an on-site plan review package should be submitted and specified the individual at WSSC to contact regarding that submission. Finally, they mentioned that Project DA2425A99 is an approved project within the limits of the proposed site and gave contact information for the applicant to acquire additional information on the project. Compliance with WSSC's requirements will be ensured by their separate permitting process.
- l. **Maryland State Highway Administration (SHA)**—In a letter dated April 15, 2005, SHA stated that they have no objection to Conceptual Site Plan CSP-099050/1.
- m. **Accokeek Development Review District Commission (ADRDC)**—In a letter dated June 2, 2005, the Accokeek Development Review District Commission (ADRDC) stated that their major concern was noise abatement from MD 210 and MD 228. Particularly, they stated that the installation of a six-foot noise mitigation fence might not prevent the noise levels in the residential development from exceeding 65 dBA as required. Therefore, they recommended that:
  - The developer be required to provide a noise abatement study to the Environmental Planning Section and ADRDC.
  - Maximum permitted noise levels not exceed 65dBA for exterior noise and 45 dBA for interior noise level.
  - Buffers provided between the residential development and the noise generators be required to exceed six feet in height.
  - That structures extending above six feet in height or above the noise attenuation wall be constructed so as to maintain interior noise levels within accepted guidelines.

Although the ADRDC has verbally stated that revised plans for the project, including a stepped noise attenuation, was acceptable to them, they have not updated their written comments. In a telephone conversation with staff, an ADRDC representative stated that they are hesitant to update their comments on the proposed project because the applicant

failed as promised to deliver a set of revised plans for their review. Staff has interfaced in this respect and the ADRDC will received revised plans well before the Planning Board hearing for the project and should be able to verbally update their comments at that time.

13. As required by Section 27-276 (b)(1) of the Zoning Ordinance, the conceptual site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9 of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type I Tree Conservation Plan (TCPI/52/97-02), and further APPROVED Conceptual Site Plan CSP-99050-01 for the above-described land, 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, TCPII/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.

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

\* \* \* \* \*

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 Vaughns, seconded by Commissioner Eley, with Commissioners Vaughns, Eley, Squire and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, November 3, 2005, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 1st day of December 2005.

Trudye Morgan Johnson  
Executive Director

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

TMJ:FJG:RG:rmk

APPROVED AS TO LEGAL SUFFICIENCY.

*Bera Jones*  
M-NCPPC Legal Department

Date 11/18/05





# THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

File No. 4-01064

## RESOLUTION

WHEREAS, TSC/MUMA is the owner of a 17.13-acre parcel of land known as Manokeek, Outlot 3, Record Plat VJ 189 @ 11 said property being in the 5<sup>th</sup> Election District of Prince George's County, Maryland, and being zoned M-X-T and R-R; and

WHEREAS, on August 15, 2001, TSC/MUMA Mattawoman, LP filed an application for approval of a Preliminary Subdivision Plan (Staff Exhibit #1) for 1 lot and 1 outlot; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as Preliminary Plan 4-01064 for Manokeek, Lot 12 & Outlot B was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on January 10, 2002, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on January 10, 2002, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED the Type I Tree Conservation Plan (TCPI/52/97-01 and TCPI/25/01), and further APPROVED Preliminary Plan of Subdivision 4-01064, Manokeek for 1 Lot and 1 Outlot with the following conditions:

1. Development of Lot 12 shall be in compliance with the approved Type I Tree Conservation Plan (TCPI/52/97-01). The following note shall be placed on the Final Plat of Subdivision:

"Development of Lot 12 is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/52/97-01), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy."

2. A Type II Tree Conservation Plan shall be approved in conjunction with the Detailed Site Plan.

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3. Total development within the subject property shall be limited to 157,500 square feet of mixed retail and office space or different uses allowed under the governing Conceptual Site Plan which generate no more than 147 AM peak hour trips and 524 PM peak hour trips. Any development with impact greater than that identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
4. Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, or (b) have been permitted for construction through the SHA access permit process, and (c) have an agreed-upon timetable for construction with the SHA or the DPW&T:

MD 228 at Manning Road:

- a. Prior to the approval of the Detailed Site Plan, the applicant shall submit the results of State Highway Administration (SHA) and the County Department of Public Works and Transportation (DPW&T) of a traffic signal warrant study for the intersection of MD 228 and Manning Road. If deemed warranted by SHA and DPW&T, the applicant shall bond the signal with the appropriate agency prior to the release of the initial building permit, and install the signal if directed prior to the release of the bonding for the signal.
- b. Provide the following lane configuration at MD 228 and Manning Road:
  - (1) Along the westbound approach, two through lanes and an exclusive right-turn lane (exclusive left-turn lanes are being built along eastbound and westbound MD 228 as part of the project which is being completed).
  - (2) Along the southbound Manning Road approach, an exclusive through lane, dual left-turn lanes and an exclusive right-turn lane. Per direction of SHA, the right-turn lane should be designed as a free-flow channelized lane.

Manning Road at Senior Living/Retail entrance (north of MD 228):

Provide a roundabout, or a similar intersection design that provides sufficient capacity and safety, with design details to be coordinated with SHA and DPW&T. A consideration in the design should be the potential continuation of Manning Road as C-526 to the north to serve the properties which make up Employment Area E.

5. At the time of final plat approval, the applicant shall dedicate right-of-way along Manning Road as shown on the submitted preliminary plan. Improvements within the dedicated right-of-way shall be determined by DPW&T.

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6. The applicant, his heirs, successors and/or assignees shall provide an internal trail system, subject to the following:
  - a. All internal paths/trails shall be a minimum of six-feet wide and asphalt.
  - b. Appropriate signage and pavement markings shall be provided in order to ensure safe pedestrian crossings at the Berry Road and Manning Road intersection.
7. The following note shall be placed on the final plat:

"An automatic fire suppression system shall be provided in all proposed buildings in accordance with National Fire Protection Association Standard 13 and all applicable Prince George's County laws."
8. Prior to signature approval, the preliminary plan shall be revised to designate the property as Outparcel B.
9. Development of Outparcel B shall require approval of a new preliminary plan of subdivision.
10. Development of the property with residential uses allowed in the zone will trigger the need for approval of a new preliminary plan with appropriate findings of adequacy, including adequacy of public schools and parks.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.
2. The subject property is located on the north side of MD 228 to the east of Manning Road in Accokeek.
3. Environmental Issues —A review of the available information indicates that no streams, wetlands, or 100-year floodplains are found to occur on the property. No areas of steep slopes with highly erodible soils or areas of severe slopes have been found to occur on the property. MD 228, which is located adjacent to proposed Lot 12, has been identified as a noise generator which would have potential adverse noise impacts on any residential development. The soils found to occur, according to the Prince George's County Soil Survey, include Beltsville silt loam and Aura gravelly loam, which have limitations with respect to perched water tables, impeded drainage, and a hard stratum. The sewer and water service categories for proposed Lot 12 are S-4 and W-4, while the categories for proposed Outlot B are S-6 and W-6. According to information obtained from the

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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 or historic roads in the vicinity of the property. This property is located in the Mattawoman Creek watershed.

A Forest Stand Delineation (FSD) for proposed Outlot B was submitted and reviewed in conjunction with the review of Preliminary Plan of Subdivision 4-01065. The FSD for proposed Outlot B has been reviewed and found to address the requirements for an FSD in accordance with the requirements found in the Prince George's County Woodland Conservation and Tree Preservation Technical Manual. No additional information is required.

This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because there is a previously approved Type I Tree Conservation Plan (TCPI/52/97) which was approved in conjunction with Conceptual Site Plan CSP-99050 and Preliminary Plan of Subdivision 4-97091 for proposed Lot 12. Although there was no previous TCP approval for proposed Outparcel B, the site is subject to the requirements of the Prince George's County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet and there is more than 10,000 square feet of existing woodland. The previously approved Type I Tree Conservation Plan (TCPI/52/97) was reviewed and found to be consistent with this application. No revisions to TCPI/52/97 are required. The Type I Tree Conservation Plan (TCPI/25/01) reviewed for proposed Outlot B has been reviewed and found to address the requirements of the Prince George's County Woodland Conservation and Tree Preservation Ordinance. TCPI/52/97 and TCPI/25/01 are recommended for approval. No additional information is required.

MD 228 is located along the southern property line and is a noise generator. The proposed retail use of this site will not be adversely impacted by the noise generated by the traffic on MD 228. No additional information is required.

There are no streams, wetlands, or areas of 100-year floodplain found to occur on this property. No additional information is required.

4. Community Planning—The 1993 *Subregion V Master Plan* recommends Low-Suburban residential land use for Outlot B and Mixed-Use development for Lot 12. The 1993 *Subregion V SMA* classified proposed Outlot B in the R-R Zone. Proposed Lot 12 was classified in the M-X-T Zone via Amendment 12 in Council Resolution CR-60-1993, which approved the Master Plan and SMA. The mixed-use development proposed on Lot 12 in the M-X-T Zone was approved in CSP-99050, on August 1, 2000. Senior housing and commercial land uses were determined to conform with the master plan recommendations for mixed-use in this area. Remaining site planning issues will be

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addressed in detailed site plans when submitted. The master plan recommended proposed Outlot B as part of a low-suburban residential neighborhood oriented to Manning Road East and to the north. The applicant originally proposed residential development on this property but revised the plan because a requested Water and Sewer Category change was not approved. If this category change is eventually approved, a new preliminary plan will be required to develop the property.

5. Parks and Recreation —The staff of the Department of Parks and Recreation has reviewed and evaluated for conformance with the Zoning Ordinance No. 60-1993 and Conceptual Site Plan SP-99050 and finds that subject lots are designated for commercial/retail use. In accordance with Section 24-134 of the Prince George's County Subdivision Regulations, the above-referenced subdivision is exempt from mandatory dedication requirements because the property is proposed for nonresidential uses. A new preliminary plan should be required if the property will be developed with residential uses.
6. Trails —The applicant will need to provide an internal trail and pathway system in accordance with the *Adopted and Approved Subregion V Master Plan* and the approved Preliminary Plan 4-97091. All internal paths/trails should be a minimum of six feet wide and asphalt. Appropriate signage and pavement markings should be provided in order to ensure safe pedestrian crossings at the Berry Road and Manning Road intersection. There are other previously approved trail recommendations for the Manokeek development. However, they impact other sections of the Manokeek proposal and do not affect the subject site.
7. Transportation —The applicant submitted a traffic impact study dated May 2000, prepared in accordance with the methodologies in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*. The applicant also provided turning movement counts at the critical intersections dated September 2001 in light of the fact that the original study was slightly more than one year old at the time of submission. The previous study, which was prepared in support of Conceptual Site Plan SP-99050, was deemed to be valid when combined with the new counts, and there has been no significant change in background development or other unlying assumptions since its preparation. Therefore, the Transportation Planning Section has reviewed the application, the study, and the new counts, and the findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the staff which are consistent with the *Guidelines*.

#### Summary of Traffic Impact Study

The applicant prepared a traffic impact study in support of the Conceptual Site Plan application, SP-99050, using new counts taken in April 2000. As noted above, this study has been augmented with updated counts at the principal intersections, and with the new

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counts has been deemed acceptable for use in developing findings for the subject application. The traffic impact study analyzed the following intersections:

With the development of the subject property, the traffic consultant determined that adequate transportation facilities in the area can be attained with four improvements in place:

- a. The widening of MD 228 to four lanes, which is currently operational.
- b. The reconfiguration of the MD 210/MD 228 intersection, which is currently operational.
- c. The signalization of the MD 228/Manning Road intersection, along with needed upgrades to the Manning Road approaches to the intersection.
- d. The installation of a roundabout along Manning Road just north of MD 228 to serve the uses planned for the site on the north side of MD 228.

The applicant proposed to construct the improvements proposed above which are not currently under construction.

#### Staff Analysis of Traffic Study

Existing conditions in the vicinity of the subject property are summarized as follows:

EXISTING CONDITIONS			
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)
MD 210/MD 228	1,056	1,390	B D
MD 228 WB left/MD 210 SB left	planned		
MD 228/Manning Road	39.9*	51.2*	-- --
Manning Road/Senior Living Entrance	planned		
*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 <i>Guidelines</i> , an average 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.			

A review of background development in the area was conducted by the applicant. The traffic study also includes a growth rate of 1.5 percent per year along MD 210 and MD 228 to account for growth in through traffic. The widening of MD 228 to a four-lane

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divided highway between MD 210 and the Mattawoman Creek is currently funded for construction in the State Consolidated Transportation Program (CTP). This project, which includes a major reconfiguration of the MD 210/MD 228 intersection, is currently operational but was considered to be a part of the background traffic situation in the traffic study. Background traffic conditions (existing plus growth in through traffic plus traffic generated by background developments, including preliminary plan 4-01012) are summarized below:

BACKGROUND CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 210/MD 228	998	1,069	A	B
MD 228 WB left/MD 210 SB left	375	1,042	A	B
MD 228/Manning Road	46.4*	70.0*	--	--
Manning Road/Senior Living Entrance	planned			
*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 <i>Guidelines</i> , an average 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.				

The original Conceptual Site Plan presumed the development of three “pods,” with two pods north of MD 228 and one to the south. The subject application is limited to Pod 3, which is the one north of MD 228 and east of Manning Road. Relevant staff assumptions regarding site trip generation are listed below:

- a. Pod 3, the portion north of MD 228 and east of Manning Road, is proposed to contain up to 157,500 square feet of commercial space, with a minimum of 10,000 square feet of office space. The traffic study assumes 157,500 square feet of retail space. In the staff’s analysis, we will utilize 147,500 square feet of retail space and 10,000 square feet of office space, and consider the numbers in the traffic study as a maximum. Also, the staff’s analysis will consider retail uses which generate AM peak hour traffic.
- b. The *Guidelines* allow a percentage of retail trips to be considered as pass-by trips, i.e., trips which are already on the roadway. With a potential for as much as 422,500 square feet of retail space on the site, the *Guidelines* would suggest a 40 percent pass-by rate. Given that the property straddles a major highway, however, we do not believe that the property will function as a single large retail center but rather as two smaller centers, suggesting that a slightly higher pass-by rate would apply. The traffic study assumed pass-by rates of 46 percent and 48 percent for the south and north sides of MD 228. The staff agrees with the



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assumption, but prefers to use a single rate of 47 percent for both sides of the highway.

The table below shows the site trip generation, as assumed by the transportation staff and incorporated in the transportation staff's recommendations:

SITE TRIP GENERATION - MANOKEEK M-X-T				
Area/Use	Pass-By Trips - in/out (AM & PM)		Net New Trips (AM & PM)	
Pod 1 - Total Net Trips - Preliminary Plan 4-01012 - NOT PART OF THIS APPLICATION	45/45	308/308	131/54	380/380
Pod 2 - Total Net Trips - Preliminary Plan 4-01063 - NOT PART OF THIS APPLICATION	----	----	198/46	159/207
Pod 3 - Retail - 147,500 square feet	37/37	222/222	86/41	250/250
Pod 3 - Office - 10,000 square feet	0/0	0/0	18/2	4/15
Pod 3 - Total Net Trips	----	----	104/43	262/262

Total traffic under future conditions without improvements, as analyzed by the transportation staff, is summarized below. As both preliminary plans 4-01063 and 4-01064 are being processed concurrently and utilize the similar access to the regional highway system and will receive similar off-site conditions, the traffic for both developments is included as a part of total traffic:

TOTAL TRAFFIC CONDITIONS W/O IMPROVEMENTS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 210/MD 228	1,022	1,108	B	B
MD 228 WB left/MD 210 SB left	420	1,152	A	C
MD 228/Manning Road	172.1*	+999*	--	--
Manning Road/Senior Living Entrance	10.2*	38.1*	--	--
*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 <i>Guidelines</i> , an average 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.				

With improvements to the southbound leg of Manning Road at the MD 228 intersection which were conditions of approval for the Conceptual Site Plan, total traffic would be as summarized below:

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TOTAL TRAFFIC CONDITIONS WITH IMPROVEMENTS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 210/MD 228	1,022	1,108	B	B
MD 228 WB left/MD 210 SB left	420	1,152	A	C
MD 228/Manning Road	1,058	1,285	B	C
Manning Road/Senior Living Entrance	10.2*	38.1*	--	--
*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 <i>Guidelines</i> , an average 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.				

With the planned development and the improvements to the southbound leg of Manning Road at the MD 228 intersection which have been made a condition of the Conceptual Site Plan approval, all intersections within the study area for this application operate acceptably in both weekday peak hours. The applicant will be required to construct all improvements needed to relieve any inadequacies identified under the Total Traffic condition.

#### Plan Comments

Manning Road is a master plan collector (C-526 in the *Subregion V Master Plan*). At submittal, the initial preliminary plan indicated that Manning Road would connect into existing Manning Road East north of the site. However, the Master Plan indicates that C-526 would continue to the northwest from the subject property to serve the Claggett properties adjacent to MD 210. The alignment shown on the submitted plan generally conforms to the Master Plan concept by showing additional right-of-way which will allow C-526 to serve the Claggett properties in the future.

MD 210 is a Master Plan freeway (F-11 in the *Subregion V Master Plan*) and MD 228 is a planned expressway facility (E-7 in the same plan). The conceptual plan makes provision for these facilities. The *Subregion V Master Plan* also recommends a future grade-separated interchange at the MD 228/Manning Road intersection. It was not immediately clear that the plan, when submitted, made adequate provision for this future interchange. The transportation staff initially believed additional frontage along MD 228 and a larger area adjacent to the MD 228/Manning Road intersection was needed to accommodate the interchange. During review of this plan, however, the State Highway Administration determined that the existing right-of-way plus any right-of-way planned for dedication by the applicant would be sufficient to accommodate future improvements at this location. Therefore, the transportation staff has determined that no additional right-of-way for the MD 228/Manning Road interchange must be provided by this plan.

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Based on the preceding findings, adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Prince George's County Code if the application is approved with conditions placing a cap on total development and requiring the noted road improvements.

8. Schools —The Growth Policy and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public facilities in accordance with Section 24-122.01 and 24-122.02 of the Subdivision Regulations and the *Regulations to Analyze the Development Impact on Public School Facilities* (revised January 2001) (CR-4-1998). The proposed subdivision is exempt from Adequacy of Public Facilities test for schools because it is a commercial use. The residential portion of the property is not proposed for development at this time. Any development of the residential portion of the property will require a new preliminary plan and an APF finding for schools. Additionally, if residential uses are proposed in the future in the M-X-T Zone, a new preliminary plan shall be required so that the adequacy test may be applied.
9. Fire and Rescue —The Growth Policy and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public fire and rescue facilities.
  - a. The existing fire engine service at Accokeek Fire Station, Company 24, located at 16111 Livingston Road, has a service response time of 3.01 minutes, which is within the 3.25-minute response time guideline.
  - b. The existing ambulance service at Accokeek Fire Station, Company 24, located at 16111 Livingston Road, has a service response time of 3.01 minutes, which is within the 4.25-minute response time guideline.
  - c. The existing paramedic service at Allentown Road Fire Station, Company 47, located at 10900 Fort Washington Road, has a service response time of 9.59 minutes, which is beyond the 7.25-minute response time guideline. The nearest fire station Accokeek, Company 24 is located at 16111 Livingston Road, which is 3.01 minutes from the development. This facility would be within the recommended response time for paramedic service.
  - d. The existing ladder truck service at Oxon Hill Fire Station, Company 21, located at 7600 Livingston Road, has a service response time of 14.56 minutes, which is beyond the 4.25-minute response time guideline.

These findings are in conformance with the *Adopted and Approved Public Safety Master Plan 1990* and the *Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities*. To alleviate the negative impact on fire and rescue services due to the inadequate service discussed above, the Fire Department recommends that all commercial structures be fully sprinklered in accordance with National Fire Protection Association Standard 13 and all applicable Prince George's County laws.

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10. Police Facilities ---The proposed development is within the service area for District IV-Oxon Hill. In accordance with Section 24-122.1(c) of the Subdivision Regulations of Prince George's County, existing county police facilities will be adequate to serve the proposed Manokeek development.
11. Health Department—The Health Department reviewed the application and offered no comments.
12. Stormwater Management—The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, # 8001460-1998-00, was approved with conditions on November 17, 2000, to ensure that development of this site does not result in on-site or downstream flooding. Development must be in accordance with this approved plan. The plan is valid through June 8, 2003.
13. Public Utility Easement—The required 10-foot-wide public utility easement is shown on the preliminary plan. This easement will be reflected on the final plat.
14. Outparcel Designation - Part of the property is proposed as Outlot "B." The property is currently identified as part of Parcel 25, Tax Map 161, Grid D-2. The other part of Parcel 25 is the subject of Preliminary Plan application 4-01065, filed concurrently; it, too is proposed as an outlot.

The applicant originally filed a proposal to develop this portion of the site with residential development. Because this portion of the property is in the R-R Zone, Water and Sewer Categories 4 or 4C are required before a preliminary plan for development can be approved. This portion of the property is in Water and Sewer Categories 6. The applicant filed a category change application, but that application was not approved. Therefore, development of the R-R Zoned portion of the property can not proceed at this time.

The "outlot" designation is applied when a property does not meet zoning requirements. The "outparcel" designation is applied when a development of a property would not pass adequacy of public facilities tests. In this case, the development must be forestalled because the property does not have adequate public water and sewer designations. Therefore, the property should be platted as an *outparcel* rather than an outlot. The preliminary plan should be amended to reflect the appropriate designation.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the adoption of this Resolution.


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\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Eley, seconded by Commissioner Scott, with Commissioners Eley, Scott, Brown, Lowe and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, January 10, 2002, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 7<sup>th</sup> day of February, 2002.

Trudye Morgan Johnson  
Executive Director

  
By Frances J. Guertin  
Planning Board Administrator

TMJ:FJG:JD:wrc

APPROVED AS TO LEGAL SUFFICIENCY.

  
M-NCPPC Legal Department

Date 2/7/02



# THE PRINCE GEORGE'S COUNTY GOVERNMENT

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

March 21, 2022

RE: A-9960-C-01 Manokeek (Development)  
Signature Land Holdings, LLC, Applicant

## ***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 a copy of Zoning Ordinance No. 3 - 2022 setting forth the action taken by the District Council in this case on March 14, 2022.

### ***CERTIFICATE OF SERVICE***

This is to certify that on March 21, 2022 this notice and attached Council order were mailed, postage prepaid, to all persons of record.

A handwritten signature in cursive script, reading "Donna J. Brown".

---

Donna J. Brown  
Clerk of the Council

Wayne K. Curry Administration Building  
1301 McCormick Drive Largo, MD 20774

Case No.: A-9960-C-01  
Manokeek (Development)  
Amendment of Conditions

Applicant: Signature Land Holdings, LLC

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

ZONING ORDINANCE NO. 3 -2022

AN ORDINANCE concerning an application request to delete Condition 5 of Zoning Map Amendment A-9960-C, previously enacted by the District Council in Zoning Ordinance No. 2-2006, which approved rezoning of approximately  $\pm 7.238$  acres of land, located on the east and west side of Manning Road East, approximately 120 feet north of Berry Road (MD 228) and approximately 2,300 feet east of the Indian Head Highway (MD 210)/Berry Road intersection, from the R-R (Rural Residential) Zone to the M-X-T (Mixed Use Transportation Oriented) Zone, identified as Outparcels A&B on Tax Map 161, Grid E2, and among the Land Records of Prince George's County in Plat Book ME 252, Plat No. 64, in Accokeek, Council District 9.

WHEREAS, on January 9, 2006, the District Council enacted Zoning Ordinance No. 2-2006, approving Zoning Map Amendment A-9960 to rezone the property subject to seven (7) conditions:<sup>1</sup>

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:

---

<sup>1</sup> Zoning Ordinance No. 2-2006, conditionally approved Zoning Map Amendment A-9960-C. The "C" indicates "Conditions" were imposed by the District Council when the property was rezoned in 2006. PGCC § 27-157(b). The "01" indicates the instant application request or first amendment of conditions previously imposed by the District Council.



- 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; and
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; and

WHEREAS, the sole request of this application is to delete Condition 5 of Zoning Map Amendment A-9960-C, which the District Council approved by enactment of Zoning Ordinance No. 2-2006; and

WHEREAS, the development has proceeded in a manner different from that anticipated in 2006 and as a result there is no longer a need or a demand for two community centers; and

WHEREAS, the original Signature Club was requested to be a gated community, creating an access problem to the community center; and

WHEREAS, the development character has since changed from a gated community to regular open development, eliminating any access issues; and

WHEREAS, the Applicant is requesting deletion of Condition 5 and has proffered covenants guaranteeing all property owners the right to have unlimited access to, and use of the one clubhouse; and

WHEREAS, the application was advertised and the property was duly posted prior to public hearing; and

WHEREAS, on November 17, 2021, the Zoning Hearing Examiner held an unopposed evidentiary hearing on the application request; and

WHEREAS, the record was left open until December 16, 2021, for submission of several additional documents into the record; and

WHEREAS, on January 24, 2022, the Examiner's written recommendation was duly filed with the District Council; and

WHEREAS, on February 28, 2022, having reviewed the record in this case, the District Council voted to approve the application request to delete Condition 5 in accordance with the Examiner's written recommendation; and

WHEREAS, Conditions 1, 2, 3, 4, 6, and 7 of Zoning Map Amendment A-9960-C, remain in full force and effect; and

WHEREAS, as a basis for this final decision, except as stated otherwise herein, the District Council adopts and incorporates the findings and conclusions of the Examiner; and

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. The application request to delete Condition 5 as of Zoning Map Amendment A-9960-C, enacted in Zoning Ordinance No. 2-2006, which approved rezoning of approximately ± 7.238 acres of land, located on the east and west side of Manning Road East, approximately 120 feet north of Berry Road (MD 228) and approximately 2,300 feet east of the Indian Head Highway (MD 210)/Berry Road intersection, from the R-R (Rural Residential) Zone to the M-X-T (Mixed Use Transportation Oriented) Zone, identified as Outparcels A&B on Tax Map 161, Grid E2, and among the Land Records of Prince George's County in Plat Book ME 252, Plat No. 64, in Accokeek, Council District 9, is APPROVED.

SECTION 2. Based on approval of the instant application request to delete Condition 5 of Zoning Map Amendment A-9960-C, enactment of this Zoning Ordinance amends Zoning Ordinance No. 2-2006, and the 2006 rezoning of the subject property remains conditionally approved as follows:<sup>2</sup>

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.

---

<sup>2</sup> Strikethrough of Condition 5 denotes that it has been DELETED.

- 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; and~~
  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; and

SECTION 3. Use of the subject property shall be subject to all requirements in the applicable zones and to the requirements in the conditions, as amended, herein. Failure to comply with any stated condition shall constitute a zoning violation and shall constitute sufficient grounds for the District Council to revoke the rezoning of the subject property; to revoke any use and occupancy

permits; to institute appropriate civil or criminal proceedings; or to take any other action deemed necessary to obtain compliance.

SECTION 4. This Ordinance shall become effective upon enactment.

ENACTED this 14 day of March, 2022, by the following vote:

In Favor: Council Members Burroughs, Davis, Dernoga, Glaros, Hawkins, Ivey, Streeter, Taveras, and Turner.

Opposed:

Abstained:

Absent: Council Members Franklin and Harrison.

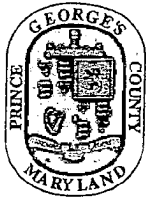
Vote: 9-0.

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: Calvin S. Hawkins, II  
Calvin S. Hawkins, II, Chair

ATTEST:

Donna J. Brown  
Donna J. Brown  
Clerk of the Council



# THE PRINCE GEORGE'S COUNTY GOVERNMENT

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

April 13, 2006

RE: SP 04063 Manokeek, Signature Club at Manning Village

## *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 the Council Order setting forth the action taken by the District Council in this case on April 10, 2006.

## *CERTIFICATE OF SERVICE*

This is to certify that on April 13, 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. SP-04063

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. 05-250, to approve with conditions a detailed site plan for 315 residential dwelling units (62 townhouse units, 82 semi-detached units, 111 single-family dwellings, and 60 units of multifamily housing), on property known as the Signature Club at Manning Village, Manokeek, described as approximately 70.74 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 applicant shall provide the additional specified materials or revise the plans as follows:
  - a. Applicant shall clarify what "setback from internal property lines" refers to as only one lot is proposed.
  - b. Applicant shall clarify why the general notes refer to "lots" when there are no lots proposed.
  - c. Signage plans shall be reviewed and approved by the urban design staff as designee of the Planning Board.
  - d. Applicant shall correct the schedule for a 4.6 landscape buffer along MD 210 to include the correct number of required trees instead of "0."



- e. Standard sidewalks shall be indicated on both sides of all private internal roads.
- f. The Hampton Court model to be utilized for the five 12-unit condominium buildings shall uniformly utilize the partial brick option on the front, side and rear elevations. Both the left and right side elevations shall include two windows at "loft" level with four-inch trim and keystone and the additional six "optional" windows shall be made standard on all five 12-unit condominium buildings.
- g. The applicant shall include plans for the bocce ball court and horseshoe pits on the detailed site plan.
- h. All end walls or side elevations shall have a minimum of two architectural features.
- i. A note shall be added to the plans that identical units shall not be located side by side or directly across the street from one another.
- j. The applicant shall submit four revised final copies of the archeological Phase I survey and Phase II NRHP evaluation report that addresses all comments to the Historic Preservation and Public Facilities Planning Section. In order to determine compliance with this condition, the Historic Preservation and Public Facilities Planning Section, as designee of the Planning Board, shall determine that the reports are acceptable.
- k. Three original, executed recreational facilities agreements (RFA) or similar alternative shall be submitted to the Development Review Division (DRD) for their approval three weeks prior to a grading permit. Upon approval by DRD, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland. The RFA shall provide for the completion of the clubhouse and clubhouse parking lot, one bocce ball court, one croquet court, 1,900 feet of trail system, and the pool prior to the issuance of the 100<sup>th</sup> building permit; the completion of one trellis and one sitting area prior to the issuance of the 150<sup>th</sup> building permit; the completion of one gazebo and an additional 199 feet of trail by the issuance of the 200<sup>th</sup> building permit; the completion of the second trellis and an additional 660 feet of trail by the issuance of the 250<sup>th</sup> building permit; the completion of one picnic area, the second gazebo, one horseshoe pit, and an additional 940 feet of trail, and the completion of 275 feet of boardwalk and the second sitting area by the issuance of the 315<sup>th</sup> building permit. However, should inclement weather conditions prevent the completion of the pool prior to the issuance of the 100<sup>th</sup> building permit, in that case the pool shall be completed prior to the issuance of the 150<sup>th</sup> building permit.

- l. Submission to DRD of a performance bond, letter of credit, or other suitable financial guarantee, in an amount to be determined by DRD, within at least two weeks prior to applying for building permits.
- m. Prior to signature approval, the applicant, his successors, and/or assignees shall demonstrate that the recreational facilities are in accordance with the standards outlined in the Parks and Recreation Facilities Guidelines and details and specifications of the facilities shall be provided. The recreational facilities shall be as follows:

**Indoor recreational facilities:**

Clubhouse including a meeting/gathering room and kitchen facilities

**Outdoor recreational facilities:**

Pool

Mini-park with croquet and sitting areas

Three gazebos

Two observation decks

A boardwalk adjacent to the southern observation deck

Bocce Courts and sitting areas

Horseshoe pits

Picnic area

One mile of hiker/biker trails located as proposed on the applicant's open space plan

- n. Seventy percent of single-family units and 60 percent of the townhouse units shall have a predominantly brick front. The proposed clubhouse shall utilize a minimum of 60 percent brick in the design of its elevations.
- o. A note shall be added to the plans stating that noise attenuation measures included in the project shall result in maximum exterior noise levels of 65 dBA and maximum interior noise levels of 45 dBA.
- p. The Planning Board or its designee shall review and approve an interior design program, floor plans, and architectural elevations for the proposed clubhouse.
- q. Prior to the certification of the detailed site plan, the detailed site plan and the Type II tree conservation plan shall be revised to use a retaining wall to eliminate the grading into the expanded stream buffer shown on Sheet 7 of 10 of the TCP II on the north side of the wetlands and behind the four residential units west of the main north-south street.

- r. 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 which may be required.
  - s. Prior to the certification of the detailed site plan, the Type II tree conservation plan shall be revised to:
    - (i.) Use a retaining wall to eliminate the grading into the expanded stream buffer shown on Sheet 7 of 10 of the TCPII on the north side of the wetlands and behind the four residential units west of the main north/south street.
    - (ii.) Revise the worksheet as needed.
    - (iii.) Have the revised plan signed and dated by the qualified professional who prepared the plan.
  - t. Prior to the issuance of any new permits for Lot 11, TCPII/116/01 shall be revised to reflect clearing required for the development of Lot 11.
  - u. The architectural design and materials for endwalls of units on highly visible lots, as identified on staff's Exhibit 1, shall be approved individually by Urban Design staff as designee of the Planning Board. Design of such units shall involve the use of brick for entire front facades or as an accent water table and wrapped to visible side facades. The units shall have an attractive pattern of fenestration, which may involve an increased number of architectural features on a given façade.
  - v. The architectural treatment (design and materials) of the sides and rear of the community building shall be approved by the Urban Design Section as designee of the Planning Board. Such design treatment shall include increased use of brick, continuation of at least a water table of brick to all four sides of the building, and increased balanced and well- articulated fenestration on the sides and rear.
  - w. Applicant shall add a note to the plans stating that all single-family detached dwellings and semidetached dwelling units shall have a minimum finished floor area of 2,200 square feet, exclusive of the garage.
2. Plans for all approved architecture for the project shall be maintained and made available to prospective purchasers in the sales office for the project.

3. Prior to issuance of the first building permit for the project, the applicant shall meet with the representatives of the Accokeek Development Review District Commission in order to determine the appropriateness of the inclusion of a public amenity in the proposed development. If deemed appropriate, the applicant and representatives of the Accokeek Development Review District Commission shall determine a precise location and specific description of the proposed public amenity.

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

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

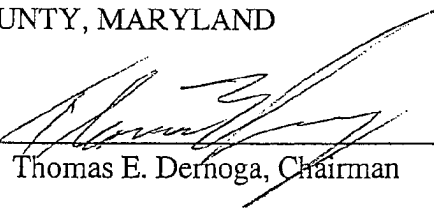
Opposed:

Abstained:

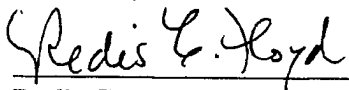
Absent: Council Member Bland

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

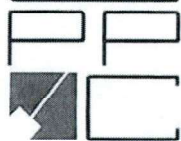
By:   
Thomas E. Dernoga, Chairman

ATTEST:



Redis C. Floyd  
Clerk of the Council

**MN**  
**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**



14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
www.mnccppc.org/pgco

December 12, 2017

**RECEIVED**

**DEC 12 2017**

MacArthur Development, LLC  
2120 Baldwin Avenue, Suite 200  
Crofton, MD 21114

CLERK OF THE COUNCIL  
PRINCE GEORGE'S COUNTY MARYLAND

Re: Notification of Planning Board Action on  
**Detailed Site Plan DSP-04063-04**  
**Signature Club at Manning Village**

Dear Applicant:

This is to advise you that, on **December 7, 2017**, the above-referenced Detailed Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Section 27-290, the Planning Board's decision will become final 30 calendar days after the date of the final notice **December 12, 2017** of the Planning Board's decision, unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or by an aggrieved person that appeared at the hearing before the Planning Board in person, by an attorney, or in writing and the review is expressly authorized in accordance with Section 25-212 of the Land Use Article of the Annotated Code of Maryland; or
2. Within the 30 days (or other period specified by Section 27-291), the District Council decides, on its own motion, to review the action of the Planning Board.

(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 301-636-2050.)

Please direct any future communication or inquiries regarding this matter to Ms. Redis C. Floyd, Clerk of the County Council, at 301-952-3600.

Sincerely,  
Whitney Chellis, Acting Chief  
Development Review Division

By: *Ruth Groves*  
Reviewer

Attachment: PGCPB Resolution No. **17-153**

cc: Redis C. Floyd, Clerk of the County Council  
Persons of Record

## RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on December 7, 2017, regarding Detailed Site Plan DSP-04063-04 for Signature Club at Manning Village, the Planning Board finds:

1. **Approval:** To develop 95 single-family detached and 218 single-family attached residential units. Future Phase 2 will add commercial development to the property.
2. **Development Data Summary:**

	EXISTING	APPROVED
<b>Zone</b>	M-X-T	M-X-T
<b>Use</b>	Residential and Vacant	Residential
<b>Acreage</b>	70.49	70.49
<b>100-year Floodplain</b>	5.40	5.40
<b>Net Tract Area</b>	65.09	65.09
<b>Dwelling Units</b>	0	313 proposed
<b>Total Square Footage</b>	0	626,000

### Overall Floor Area Ratio (FAR) in the M-X-T Zone

Base Density Allowed	0.40 FAR
Residential Bonus Incentive	1.00 FAR
Total FAR Permitted:	1.40 FAR*
Total FAR Proposed:	0.25 FAR**

\*Without the use of the optional method of development per Section 27-548 of the Zoning Ordinance.

\*\*Calculated using an average 2,000-square-foot building footprint for 313 units, divided by the net lot area, resulting in a floor area ratio (FAR) of 0.25.



**Parking Requirements\***

Type of Unit	Number of Units/ Square Feet	Parking Rate	Spaces Required	Spaces Approved
Single-family Detached	95	2 per unit	190	380
Single-family Attached	218	2.04 per unit	449	598
Community Building	2,289	Per Section 27-574 of the Zoning Ordinance	14	16 (including 2 handicapped)
Visitor Parking	N/A	N/A	N/A	6 (including 2 handicapped)
<b>Total</b>			<b>653</b>	<b>1,000</b>

The number of parking spaces for developments in the M-X-T Zone is to be calculated by the applicant, and submitted for approval by the Prince George's County Planning Board at the time of DSP, as stated in Section 27-574 of the Zoning Ordinance. In this case, the applicant has provided 16 additional spaces for the community building, the multi-sport court, and the recreational amenities at the end of Tortola Drive, as well as providing 149 more parking spaces than required for the single-family detached units and 49 more than required for the single-family attached units. The Planning Board hereby finds that adequate parking has been provided for the development. However, all of the additional spaces are located on individual lots and will not be usable as visitor parking spaces. Therefore, a condition of this approval requires that, prior to certificate approval, additional parking be added to the site plan to accommodate visitors to the townhouse portion of the development. The community building is parked for the specific uses, which includes a club room, kitchen, bathrooms, and office.

Section 27-583 of the Zoning Ordinance provides the requirements for the number of loading spaces required in the M-X-T Zone. Basically, it requires that the applicant determine the number of loading spaces normally required under Section 27-582 of the Zoning Ordinance, and determine if the loading spaces can be shared by two or more of the uses, taking into consideration the specifics of the case. In this case, Phase 1 of the development, which is only single-family residential uses, does not require loading.

3. **Location:** The subject property is located on the east side of the intersection of MD 210 (Indian Head Highway) and MD 228 (Berry Road), in Planning Area 84 and Council District 9.
4. **Surrounding Uses:** The subject site is bounded to the east by forested land, with single-family residential development beyond; to the south by single-family residential development; to the west by a combination of forested land and single-family detached residential development; and to the north by residential development.



5. **Previous Approvals:** The site is the subject of Conceptual Site Plan CSP-99050, approved by the Planning Board on July 20, 2000 and formalized by the Planning Board's adoption of PGCPB Resolution No. 00-142 on July 27, 2000. The Planning Board approved CSP-99050-01 on November 3, 2005 and formalized that approval by the adoption of PGCPB Resolution No. 05-228 on December 1, 2005. The site is the subject of Preliminary Plan of Subdivision (PPS) 4-01063 approved on January 10, 2002 and formalized by the adoption of PGCPB Resolution No. 02-07 on February 7, 2002. The PPS was granted a one-year extension on April 24, 2004 and, on February 2, 2017, the applicant requested that the Planning Board waive their rules and reconsider the case. The Planning Board agreed and on July 20, 2017 reapproved the PPS. An amended resolution was adopted on July 20, 2017. The project is also subject to Stormwater Management Concept Plan 32197-2004-03, approved on April 19, 2017 and valid until April 19, 2020.

6. **Design Features:**

**Site Design**—The project is nestled on the eastern side of the intersection of MD 210 and MD 228, with its sole vehicular access from Manning Road in the southernmost corner of the development. Private roads, Caribbean Way, Tortola Drive, Southwind Drive, and Anageda Drive, provide frontage for the 218 townhouses included in the development before terminating in a culs-de-sac in the most western point of the development. The single-family detached section of the development is generally located in its northern portion, fronting on Tortola Drive, which runs from the extreme southern portion to its most northern corner. Guest parking is provided both at the community building and the end of Tortola Drive, where the balance of the recreational facilities are located. There is currently an occupied two-family attached dwelling existing on the property, known as "Building Phase 10" recorded on Condominium Plat PM 232-67, dated June 10, 2010, constructed pursuant to previous approvals. The existing two-family dwelling is to remain based on the plans submitted for both the PPS and DSP. This area was included in the PPS, reconsidered and approved, reflecting the existing dwellings to be located on proposed Lots 24 and 25. However, by letter dated November 27, 2017, in reference to the subject approval, Macarthur Development LLS and Premier Bank Inc (Owner) state that "[I]t is uncertain what interest was conveyed by the various deeds in Phase 10," and they request that "Building Phase 10" be removed from the DSP due to uncertainty in the deeds.

The record plat (PM 232-67) provides bearings and distances including the square footage of Building Phase 10 (8,708 square feet). Both the PPS and the current DSP reflect that Lots 24 and 25 are 5,434 square feet. The Planning Board requested an exhibit from the applicant showing the impact of the removal of the Building Phase 10 from the site plan including necessary adjustments to other plan elements including landscaping and the lotting pattern. As that exhibit has not been provided, a condition of this approval requires that, prior to certification of the site plan, the applicant shall adjust the site plan as they have requested; Building Phase 10 (PM 232-67) will be removed from the plans for the project and made other adjustments as deemed necessary.

**Architecture**—The single-family detached units are exclusively offered by Caruso Homes, Inc., and range in size from 1,801 square feet to 3,102 square feet in minimum base finished square footage. Architectural styles vary, but visual interest is created throughout by variety in the form and massing of the units, the use of architectural detail, and quality architectural materials including various forms of masonry. Porches, porticos, and double-story features provide artistic accents on some of the models.

Visual interest is created in the townhouse units by the fenestration on the façades, together with the use of architectural detail, such as rowlocks above the window openings, pilasters on either side of the entrance doors, or the use of paneled doors both on the pedestrian entrances and on the garage doors.

The architecture of the community building is designed to fit in with the residential architecture on the site. It also utilizes form and massing, fenestration patterns, and the use of architectural detail to create visual interest. Also, quality masonry materials are utilized, which ground the architecture and lend a feeling of permanence. Glazing is somewhat more pervasive on the architecture of the community building, which gives it a welcoming air, and a roofed drop-off area will provide a practical amenity.

Architecture for the project includes the following architectural models:

**Single-family Detached**

<b>Model</b>	<b>Minimum Base Finished Square Footage</b>
Michigan	2,129
Monterey	2,658
Stanford	1,801
Dartmouth	2,477
Oxford	2,597
Emory II	2,868
Princeton	3,002
Rembrandt	3,102

**Townhouse**

<b>Model</b>	<b>Minimum Base Finished Square Footage</b>
Adams	1,623
Chesapeake	2,159
Magothy	2,019
Mozart	1,588
Strauss	1,852



Model	Minimum Base Finished Square Footage
Adams	1,623
Chesapeake	2,159
Magothy	2,019
Mozart	1,588
Strauss	1,852
Struss 2/attic	1,832
Leighton	1,869
Potomac	2,199
Schubert	1,971
Syracuse	2,946
Kingsport	3,516
Lexington II	3,360

**Recreational Facilities**—Recreational facilities for the project include a community building; which includes a clubroom, kitchen, bathrooms, office, storage, porch, and an adjacent picnic area, and 48-foot-wide by 80-foot-long multipurpose sport court; and a series of play equipment in three separate areas. The provided play equipment meets the suggestions of the *Park and Recreation Facilities Guidelines*.

**Signage**—A single gateway entrance sign is provided for the development. It measures approximately 9 feet 4 inches long and seven feet high. It is constructed of brick veneer, with the sign face made of a herringbone insert. The sill below the sign face is specified as “rowlock,” with a header frame and mitre corners. Cast stone is used on the sign monument for pier caps and coping.

**Site Details**—Details for the sound attenuation wall, the handicapped parking post, sign and parking stall layout, the retaining wall, and the multipurpose sport court are provided for the project on Sheet 13 of the DSP. Details for the concrete walk, the asphalt trail, pavers, the playground surface, the bike rack, trash receptacles, and fencing, are included on Sheet LSP5.01 of the landscape plan. The Planning Board has reviewed the site details included on the project plans, and found them acceptable for inclusion in the project design.

**Green Building and Sustainable Techniques**—The applicant has not provided any information regarding the use of green building and sustainable techniques in the project.

**Lighting**—Lighting for the project is to be provided by two types of fixtures, one in the parking area and one along the roadways. The Planning Board has reviewed the provided detailed specifications and finds them acceptable, though a downward-facing fixture is preferred, as it is less likely to produce spill light beyond the property boundaries. Additionally, a photometric plan was not provided for the project. Therefore, a condition of this approval requires that, prior to certificate approval, the applicant revise the plans to solely utilize a downward-facing light fixture

and provide a photometric plan for review and approval by the Urban Design Section as designee of the Planning Board.

#### COMPLIANCE WITH EVALUATION CRITERIA

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

a. The subject approval is in conformance with the requirements of Section 27-547, Uses Permitted, of the Zoning Ordinance. The proposed single-family attached and detached residential uses are permitted in the M-X-T Zone, subject to Footnote 7, which requires that the maximum number and type of dwelling units be determined at the time of CSP approval. Conceptual Site Plan CSP 99050-01 approved the maximum number and type of dwelling units including: 111 single-family detached dwelling units, 140 townhouses, 4 two-family units, and 60 multifamily dwelling units. The subject DSP is within these limits for dwelling units.

b. Section 27-548, M-X-T Zone regulations, establishes additional standards for the development in this zone. The DSP'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**

The maximum FAR with this DSP is 0.25, which meets this requirement.

(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 approval locates the residential units in more than one building and on more than one lot, as allowed by the M-X-T regulations.

(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.**

The approval includes regulations for location and lot coverage for improvements on the subject site. However, a dimensional limit for height was not included. Therefore, a condition of this approval requires that it be included prior to certificate approval. Note



that structures included in the project include only single-family detached and single-family attached dwelling units and a community building, which is approximately one and one-half stories tall. The maximum height of any of the structures to be included in the DSP is not expected to be excessive.

- (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 uses.**

Conformance with the 2010 *Prince George's County Landscape Manual* (Landscape Manual) is analyzed in Finding 11 below.

- (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.**

The overall development is accessed by private streets, including both the individual townhouse and single-family detached lots. The use of private streets and alleys has been authorized pursuant to Subtitle 24, in the approval of PPS 4-01063.

- (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 eight hundred (1,800) 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 six (6) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than six (6) dwelling units (but not more than eight (8) 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 six (6) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development, and the end units on such building groups shall be a minimum of twenty-four (24) feet in width. The minimum building width in any continuous, attached group shall be twenty (20) 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 (½) 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, and the end units on such building groups shall be a minimum of twenty-four (24) feet in width. The minimum building width in any continuous, attached group shall be twenty-two (22) 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 are preferred to 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.

Each of the requirements of Section 27-548(h) of the Zoning Ordinance for townhouses is discussed in turn below:



**Each of the townhouse lots must measure at least 1,800 square feet.**

Pursuant to a variance approved with the reconsideration of PPS 4-01063, the minimum lot size allowed is 1,639 square feet. The lot sizes proposed on the DSP are in conformance with the PPS approval.

**Each townhouse shall have 60 percent of its front façade constructed of brick, stone or stucco.**

The applicant has provided charts on Sheet SP-2 of the plan set demonstrating, among other things, that 60 percent, or 132 of the townhouses, will have a predominantly brick front, in accordance with this requirement.

**No more than six townhouses per building group except where the applicant demonstrates that more than six, but not more than eight would create a more attractive living environment or be more environmentally sensitive.**

Of the 218 townhouse units included in the development, there are only five sticks of townhouses which include more than six units, but not more than eight.

Permitting these few townhouse sticks to exceed six units in length will help create a more attractive living environment, or be more environmentally-sensitive, in accordance with the required finding. Avoidance of the wetlands and floodplain on-site, as well as the power line easement traversing the site, create design constraints that are addressed by consolidating units into longer groups in some areas.

**The building groups containing more than six units shall not exceed 20 percent of those in the development.**

Of the 43 sticks of townhouses included in the development, only five exceed six units in length. Therefore, approximately 12 percent of the sticks in the development exceed six townhouses in length, which is well within the limit set by this requirement.

**Such groups shall have end units that measure a minimum of 24 feet wide.**

In a reconsideration of the PPS 4-01063, for the subject project, PGCPB Resolution No. 02-07(A)), the Planning Board considered and approved a variance from Section 27-548(h), which included among other things, that the end units of townhouse building groups exceeding six units in length be a minimum of 22 feet wide. Therefore, it is acceptable that the subject project does not, in all instances, meet this requirement.



**The minimum width in any continuous, attached group shall be 20 feet, and the minimum gross living space shall be 1,250 square feet (excepting garage, unfinished basement or attic areas).**

All units measure a minimum of 20 feet wide and have a minimum gross living space of 1,250 square feet, excepting garages, unfinished basements, or attic areas, in accordance with this requirement.

- (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).**

This section is not applicable, as the property was placed in the M-X-T Zone through a sectional map amendment approved before October 1, 2006.

- c. The DSP is in conformance with the applicable site plan site design guidelines contained in Section 27-283, as cross-referenced in Section 27-274.
- d. The subject approval 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 DSP 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 development conforms to the purposes as stated in Section 27-542(a) of the Zoning Ordinance and other provisions of the Division of the Zoning Ordinance that pertain to mixed-use zones. The purposes of the M-X-T Zone, as stated in Section 27-542(a), include the following:

- (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;**

This project promotes the orderly redevelopment of the subject property by redeveloping it with single-family detached and attached units in an organized pattern, in accordance with this requirement. The subject project will enhance the economic status of Prince George's County by providing and expanding the source of desirable living opportunities for its citizens. Employment opportunities for its citizens will be provided by other phases of the Signature Club at Manning Village development.

- (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 of residential, commercial, recreational, open space, employment, and institutional uses;**

The project implements the vision of the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* (Subregion 5 Master Plan and SMA) by providing a portion of the residential component that has been envisioned. Other portions of the larger Signature Club at Manning Village development will provide commercial land uses to create the desired compact and walkable community, in accordance with this requirement.

- (3) 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 subject project comprises part of the residential portion of the larger mixed-use development, Signature Club at Manning Village. In its entirety, the project will conserve the value of land and buildings by creating a compact mixed-use development in which people can live, shop, and work; thereby, maximizing the public and private development potential in the subject location. Otherwise, the property might be developed with a single use, with the remaining uses located on separate sites, without the benefit of being proximate to complementary distinct land uses.

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



The DSP conforms to the underlying CSP and PPS, which evaluated and set limits regarding transportation systems. Therefore, the subject project promotes the effective and optimum use of transit and other major transportation systems in the vicinity, in accordance with this requirement.

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

The DSP proposes low- to medium-density housing. The larger CSP shows commercial land uses, which will complement the residential, to create a 24-hour environment to ensure continuing functioning of the project after workday hours, through an increase in activity, and the interaction between the uses and those who live, work in, or visit the area.

- (6) To encourage diverse land uses which blend together harmoniously;**

The DSP is solely for a residential land use. However, the larger development will offer commercial land uses enabling the subject development to be one of several diverse uses that will blend together harmoniously in conformance to this requirement. Future phases of the Signature Club at Manning Village development will be encouraged to be harmonious in design, to the extent practical, and to be coordinated visually through the site design processes.

- (7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**

The subject DSP will provide a low- to medium-density residential development component of a larger development that will create dynamic, functional relationships among individual uses within a distinctive character and identity. More particularly, the larger Signature Club at Manning Village development, as approved in CSP-99050-01, is an organized phased development. Future phases will include commercial land use that will create dynamic, functional relationships among individual uses. Distinctive visual character and identity will be ensured, as demonstrated in the subject DSP, through the development review process and the Planning Board's approval.

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

The subject property is development of mostly vacant land. Developing this site promotes optimum land planning, as it adds a low- to medium-density residential use, which will be adjacent to the future commercial uses.

**(9) To permit a flexible response to the market; and**

The M-X-T Zone is one of the mixed-use zones that was created to allow developers maximum flexibility to respond to the changing market. The DSP proposes 218 attached and 95 detached single-family units. The original DSP approval was for an age-restricted condominium development, which has changed in response to the market, in accordance with this purpose.

**(10) 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 architectural models herein approved exhibit aesthetically-pleasing architectural design utilizing brick, stone, and vinyl siding. Enhanced treatment of the units to be placed on highly-visible lots will ensure excellence in planning.

**(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;**

This regulation is not applicable to this DSP, as the property was placed in the M-X-T Zone through the 1993 Subregion V Sectional Map Amendment approved before October 1, 2006.

**(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 subject project has an outward orientation. The project road frontages along MD 210 (Indian Head Highway) and MD 228 (Berry Road) are generously landscaped and will provide an aesthetic aspect to passersby, in addition to the attractive monument sign provided for the project. This, together with generous buffering along the common property lines, will assist in physically and visually enhancing the existing community and catalyzing rejuvenation.

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



The residential development approved herein will be compatible with the future phases of the larger Signature Club at Manning Village development by a proposed condition of this approval. In this way, the Planning Board will ensure that the residential development will be buffered from the future commercial development through the use of landscaping.

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

The subject project involves only a residential use. However, the rest of the phases of the Signature Club at Manning Village development will provide commercial land use, which will be designed, by condition of this approval, to be well-coordinated with this residential land use in both its architectural design and landscaping approach to create a development capable of sustaining an independent environment of high quality and stability, in accordance with this requirement.

- (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 residential dwelling units herein approved are to be completed in a single stage. Therefore, this requirement is not relevant to the subject project. However, this DSP is the first phase of a larger development and will complement the other phases in this project.

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

The DSP shows sidewalks along all private roads. Some additional connections have been provided in this DSP to link this site to the other phases of the larger development, forming a comprehensive pedestrian network to encourage pedestrian activity throughout the development.

- (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**

Hardscape elements will be of quality design, in accordance with this requirement. The noise wall fencing will include panels with an aesthetic brick design, and the keystone retaining wall presents an attractive design. The benches and paving proximate to the community building and the other recreational areas, specifically used for pedestrian activities and gathering places, are designed in accordance with these requirements, with attention to human scale, high-quality urban design. Landscaping is generous, especially



on the peripheries of the development and proximate to the community building and other provided recreational amenities. It is complemented by choice of quality hardscape details such as benches and trash receptacles.

- (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, or will be provided by the applicant, 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 approval is not a CSP, so this finding is not applicable.

- (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).**

All transportation facilities needed to serve the current approval will be available within a reasonable time period, as required by this section of the Zoning Ordinance.

- (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 it is not being developed as a Mixed-Use Planned Community. Therefore, this requirement is not relevant to the subject approval.

8. **Conceptual Site Plan CSP-99050 and its revision:** The Planning Board approved Conceptual Site Plan CSP-99050 on July 20, 2000, adopting PGCPB Resolution No. 00-142, formalizing that approval. The Planning Board approved Conceptual Site Plan CSP-99050-01 on November 3, 2005, adopting PGCPB Resolution No. 05-228 on December 1, 2005, formalizing

the approval. The District Council affirmed the Planning Board's decision in an Order dated April 10, 2006. The relevant conditions of that approval are included in **boldface** type below, followed by Planning Board comment.

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.**

Type 2 Tree Conservation Plan TCPII-039-01-03 is recommended to be approved, together with the subject DSP, in conformance with this requirement.

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.**

The location and appearance of the required noise attenuation structures have been reviewed and are recommended for approval, together with the subject DSP and TCPII, in accordance with this requirement.

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.**

The Planning Board reviewed streetscape design including sidewalks, special pavers, interior landscaping at building frontages, lighting, furnishings and sitting areas, and finds it acceptable.

- b. **The designated focal point areas of the subject property to include human scale, urban design, materials, landscaping/screening, furnishings, and lighting.**

Review of the plans show that the focal point areas have been well designed at human scale and include quality urban design landscape and hardscape in accordance with this requirement.



**c. The building materials and architecture.**

The Planning Board herein approves eight single-family detached and 12 single-family attached architectural models for the subject project, which have been found to be acceptable and utilizes quality masonry materials which ground the architecture and lend a feeling of permanence. Special attention has been given to building materials and architecture in accordance with this requirement.

**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.**

As the commercial component of the project is not a part of the subject DSP, Section 4.2, Commercial and Industrial Landscape Strip Requirements, becomes irrelevant. Section 4.3, likewise, has become irrelevant to the subject project as there are no parking lots which measure greater than 7,000 square feet.

**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.**

The project herein approved is located in Pod 2. Therefore, this requirement is not relevant to the subject approval.

**f. Provision of a public amenity to be used by the surrounding community in development Pod 2.**

Although this condition is contained both in the approval for CSP-99050 and CSP-99050/01, neither a location nor a specific description of said public amenity have been provided. A condition of this approval requires that the applicant work with the Accokeek Development Review District Commission to determine the appropriateness of a public amenity for the site and, if it is determined appropriate, a precise location and specific description of the proposed public amenity or provide another public amenity within the development subject to approval by the Planning Board and its designee.

**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.**

As office development is not included in the subject project, the first part of this requirement is not applicable. The tallest residential structure is proposed to be 47 feet, well in accordance with the 5-6 story requirement.

- h. The proposed signage for the commercial/retail components. A comprehensive design approach is recommended.**

The commercial/retail component are not part of this project. Therefore, this requirement is not applicable to the subject approval.

- 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.**

The commercial/retail component are not part of this project. Therefore, this requirement is not applicable to the subject approval.

- 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.**

The noise attenuation measures are clearly shown on the plans, in accordance with this requirement.

- 9. Appropriate signage and pavement markings should be provided in order to ensure safe pedestrian crossings at the Berry Road and Manning Road intersection.**

A condition of this approval requires that, prior to certificate approval, the plans be revised to include appropriate signage and pavement markings at the MD 228 and Manning Road intersection, in order to accommodate safe pedestrian crossings, in accordance with this requirement.

- 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.**

A Phase II noise study was prepared and submitted for all residential living and use areas located within the 65 dBA noise contour, as required. The study included 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, also in accordance with this requirement.



9. **Preliminary Plan of Subdivision 4-01063:** Preliminary Plan of Subdivision 4-01063 for Manokeek was approved by the Planning Board on January 10, 2002. The Planning Board adopted PGCPB Resolution No. 02-07 formalizing that approval on February 7, 2002. The case was granted a one-year extension by the Planning Board on April 22, 2004. On February 2, 2017, the applicant requested the case be reheard, and that the rules be waived. On June 16, 2017, the Planning Board granted the applicant's reconsideration request. On July 20, 2017, the Planning Board reconsidered the request and approved the case. On the same day, the Planning Board adopted amended PGCPB Resolution No. 02-07(A), subject to conditions, formalizing that approval. As the case has not received signature approval, a condition of this approval requires that the applicant provide evidence that the case received signature approval prior to the subject DSP receiving certificate approval.

The following conditions are relevant to the review of the subject DSP, in **boldface** text followed by Planning Board comment:

2. **A Type II Tree Conservation Plan shall be approved in conjunction with the Detailed Site Plan.**

Type II Tree Conservation Plan TCPH-039-01-03 is herein approved, together with the subject DSP, in conformance with this requirement.

4. **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.**

This condition was met with the previous DSP approval. A Phase II noise study was prepared and submitted for all residential living and use areas located within the 65 dBA noise contour, as required. The study included 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, also in accordance with this requirement.

5. **The applicant, his heirs, successors and/or assignees shall provide an internal trail system, subject to the following:**
- a. **All internal \*homeowners' association paths/trails shall be a minimum of six feet wide and asphalt.**
  - b. **Appropriate signage and pavement markings shall be provided in order to ensure safe pedestrian crossings at the Berry Road and Manning Road intersection.**



Conditions of this approval ensure that these requirements regarding trails and pedestrian safety are met.

6. **Total development within the subject property shall be limited to 800 units of senior housing and 70,000 square feet of mixed retail and office space; or different uses allowed under the governing Conceptual Site Plan which generate no more than the number of peak hour trips (244 AM peak hour trips and 366 PM peak hour trips) generated by the above development. Community facilities, skilled care facilities, and incidental office and retail space which are not public but are developed within the senior housing community shall be considered a part of the 800-unit community. Any development which generates a greater impact than that identified herein above shall require a new preliminary plat of subdivision with a new determination of the adequacy of transportation facilities.**

This requirement places a trip cap on the subject site, based on 800 units of senior housing. The subject plan only proposes 315 units. The community recreational building, from the standpoint of trip generation, is considered part of the residential complex and is not assumed to contribute additional trips under the cap. The cap also includes a sizeable retail component; the subject plan proposes no retail space. Therefore, the subject plan complies with this condition.

9. **In addition to normal review, the Detailed Site Plan review shall consider:**
  - a. **The proximity of the residential structures to the power lines, with a goal of maximizing that distance.**
  - b. **Landscaping necessary to minimize the visual impact of the development on adjoining properties.**
  - c. **Building height and views.**

The DSP review has considered the proximity of the dwelling units to the power lines, the visual impact of the development on adjoining properties, and building height and views, in conformance with this requirement. Note that a 40-foot-wide landscape buffer is maintained on either side of the high-voltage power lines, that the project is well landscaped in accordance with the Landscape Manual, and that building heights are limited by virtue of the single-family detached and attached housing product to be utilized on the site. All of this is in conformance with the above requirement.

10. **Development of the site shall be in conformance with Stormwater Concept Plan 8004410-2000-01, or any revisions thereto.**

In a memorandum dated October 25, 2017 (Giles to Grover), the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) stated that the subject Detailed Site Plan DSP-04063-04 is consistent with approved Stormwater Management Concept Plan 32197-2004-03 dated April 19, 2017, in conformance with this requirement.

- 11. The applicant, his successors, and/or assignees shall provide adequate, private recreational facilities in accordance with the standards outlined in the *Park and Recreation Facilities Guidelines*.**

The private recreational facilities have been reviewed, in accordance with this requirement, for adequacy and proper siting and are designed in accordance with the *Park and Recreation Facilities Guidelines*.

- 14. The developer, his successor and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and future maintenance of the proposed recreational facilities.**

A homeowners association will be formed to assure retention and future maintenance of the proposed recreational facilities, in accordance with this requirement.

- 16. The private recreational facilities shall be reviewed by the Urban Design Review Section of DRD for adequacy and proper siting, prior to approval of the Detailed Site Plan by the Planning Board.**

The private recreational facilities have been reviewed, in accordance with this requirement, for adequacy and proper siting and are designed in accordance with the *Park and Recreation Facilities Guidelines*.

- \*25. At the time of detailed site plan, provide a color-coded utility plan locating all existing and proposed public and private utilities. The location of public utility easements shall be shown on the detailed site plan.**

A color-coded utility plan locating all existing and proposed public and private utilities was submitted to the Planning Board, and the location of public utility easements was shown on the DSP, in accordance with this requirement.

- \*26. The final location of the portion of the wall abutting stormwater pond basin #2 shall be further evaluated prior to approval of the detailed site plan.**

The final location of the portion of the wall abutting Stormwater Pond Basin #2 was evaluated as required by this condition during the DSP process.



10. **Detailed Site Plan DSP-04063 and its revisions:** Detailed Site Plan DSP-04063 was approved by the Planning Board on December 1, 2005. The Planning Board adopted PGCPB Resolution No. 05-250 on December 22, 2005, formalizing this approval. The District Council then called up the case and affirmed the Planning Board's action on April 10, 2006. Subsequently, three Planning Director level revisions were approved, two for the addition of architectural model types and one to replace the sound wall along MD 210 (Indian Head Highway) and MD 228 (Berry Road) for part of the frontage of Lot 11. The approval of the subject DSP is intended to supersede the original approval of DSP-04063. Therefore, none of the requirements of the original case are relevant to the subject DSP revision. However, the Planning Board finds that the architectural treatment of the highly-visible lots in the original approval be considered for the subject DSP to create a superior visual aspect for the development, as a whole. More particularly, the Planning Board finds that brick should be utilized on the entire front elevations or on the watertable of the units on these lots and wrapped to the side. Additionally, the Planning Board finds that the units be required to have an attractive pattern of fenestration and a minimum of three architectural features on all side elevations/endwalls. The Planning Board has reviewed the project plans and suggests that the following four lots also be deemed highly visible and be added to the Highly-Visible Lots exhibit on the cover sheet of the DSP: Lots 61, 252, 301 and 327.

A condition of this approval requires such enhanced architecture on the lots herein deemed "highly visible," with final approval of the design by the Urban Design Section as designee of the Planning Board.

11. **2010 Prince George's County Landscape Manual:** Per Section 27-548 of the Zoning Ordinance, landscaping, screening, and buffering within the M-X-T Zone should be provided pursuant to the provisions of the Landscape Manual. The following discussion is offered regarding the applicable provisions of the Landscape Manual:
- a. **Section 4.1, Residential Requirements**—Section 4.1 requires that a minimum number of trees be provided per single-family detached and townhouse lots, which for the townhouses may be provided on lots or in common open space. The correct schedule is provided on the landscape plan. However, the requirements are not being met for the proposed 95 detached and 218 townhouses lots. Therefore, the applicant applied for alternative compliance, pursuant to Section 1.3 of the Landscape Manual. See discussion below.
  - b. **Section 4.6, Buffering Development from Streets**—Section 4.6 requires that, when rear yards of single-family attached and detached dwellings are oriented toward a street, a buffer area should be provided between the development and the street. On the subject application, the DSP shows multiple residential lots that this section is applicable to, and the required schedules. However, the requirements are not being met fully. Therefore, a condition of this approval requires that, prior to certificate approval, the applicant procure alternative compliance approval from the requirements of Section 4.6 of the *Prince George's County Landscape Manual*



- c. **Section 4.7, Buffering Incompatible Uses**—Section 4.7 requires a bufferyard between adjacent incompatible land uses, which includes the vacant R-R-zoned land to the east and a high-voltage power line, which traverses the site. The applicant has not provided the appropriate schedules demonstrating conformance with the requirements of Section 4.7. Therefore, a condition of this approval requires that, prior to certificate of approval, the applicant revise the landscape plan to provide the appropriate schedules demonstrating conformance with Section 4.7 of the Landscape Manual.
- d. **Section 4.9, Sustainable Landscaping Requirements**—Section 4.9 requires that a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) should be native species (or the cultivars of native species). The minimum percentage of plants of each plant type required to be native species and/or cultivars is specified below:

Shade trees	50 percent
Ornamental trees	50 percent
Evergreen trees	30 percent
Shrubs	30 percent

The landscape plan provides 100 percent native shade trees, 100 percent native ornamental trees, 58 percent native evergreen trees, and 100 percent native shrubs and, therefore, meets the above requirements.

- e. **Section 4.10, Street Trees Along Private Streets**—Section 4.10 provides specifics for the planting of street trees along private streets, which applies to the subject development. Though the applicant provided the appropriate schedule, conformance with the requirements was not demonstrated and alternative compliance, pursuant to Section 1.3 of the Landscape Manual, was required. See discussion below.
- f. **Alternative Compliance AC-17020**—Alternative Compliance (AC) AC-17020 requested relief from the requirements of the 2010 *Prince George's County Landscape Manual* for Sections 4.1, Residential Requirements and 4.10, Street Trees Along Private Streets for Signature Club at Manning Village. The Planning Director's recommendation to the Planning Board for the request is as follows:

The application is currently 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 2010 *Prince George's County Landscape Manual* (Landscape Manual) because it involves construction of new buildings on the subject property. The applicant has filed this request for Alternative Compliance from Sections 4.1, Residential Requirements, to allow planting off the lots of the single family detached lots, and 4.10, Street Trees Along Private Streets, to:



- (1) Allow flexibility in the quantity of street trees along streets; and
- (2) Allow an alternative configuration from the requirement in Section 4.10(c)(1) that states that "Street Trees shall be located in a space not less than five (5) feet wide between the street curb or edge of planting and the sidewalk." Instead, the applicant requests to use an alternate sidewalk and green space configuration along some of the proposed private streets that would place the sidewalk along the street curb and the green space behind the sidewalk.

#### **Section 4.1, Residential Requirements**

The applicant is asking for relief from the requirements of Section 4.1 to allow for a reduced quantity of the planting materials required on the lots for the single-family detached component of the development. The applicant justifies their request by stating that they have attempted to provide trees on the lots, but that there are space limitations due to narrow rear yards and due to the abundance of utilities along the frontage of the lots. The applicant also asks for relief from the requirements for the on-lot planting within the townhouse development; however, Alternative Compliance is not necessary for that component of the development because the required plantings are allowed to be placed either on the lot or in the common open space.

Section 4.1 of the Landscape Manual requires a minimum of two shade trees and two ornamental trees on single-family detached (SFD) lots less than 9,500 square feet. It should be noted that the proposed lot sizes for the single-family detached lots, as approved with the preliminary plan of subdivision, are much smaller than 9,500 square feet; generally, between 4,750 square feet to 6,500 square feet. The application has been analyzed and it is found that the proposed plant material is generally provided at a minimum rate of at least one shade tree and one ornamental or evergreen tree for each of the single-family lots. The schedules indicate 125 shade trees are provided and 174 ornamental evergreen trees are provided on the single-family detached lots. The application also provides an abundance of planting in and around the open-space areas at the perimeter of the lots, which will provide for adequate landscaping for the overall community. Combining the number of shade trees, ornamental, and evergreen trees required for the overall development based on the rates required per Section 4.1 for both the single-family detached lots and the townhouse lots, results in 515 shade trees required and 635 shade trees provided, or 23 percent more shade trees on the overall site. There are 406 ornamental and/or evergreen trees required on the site and 894 trees are provided, or 120 percent more ornamental and/or evergreens than the numbers required per Section 4.1 for the overall site.

The Alternative Compliance Committee recommends APPROVAL of Alternative Compliance for Section 4.1 for the single-family detached lots as shown on the plans, due to the plentiful planting in and around the lots and the open-space areas adjacent to the single-family detached neighborhood.

**Section 4.10, Street Trees Along Private Streets**

The applicant requests relief from Section 4.10, to allow flexibility in the quantity of street trees along specific streets, and to allow an alternative configuration from the requirement in 4.10(c)(1) that states that "Street Trees shall be located in a space not less than five (5) feet wide between the street curb or edge of planting and the sidewalk." Instead, the applicant requests to use an alternate sidewalk and green space configuration along some of the private streets to place the sidewalk along the street curb and the green space behind the sidewalk. It should be noted that the entire street system within the development is proposed as a private street system, so all streets are subject to the requirements of Section 4.10.

REQUIRED: 4.10 Street Trees Along Private Streets, along Caribbean Way

Length of street frontage	1,190 linear feet
Street trees (1 per 35 linear feet)	34

PROVIDED: 4.10 Street Trees Along Private Streets, along Caribbean Way

Length of street frontage	1,190 linear feet
Street trees (1 per 35 linear feet)	53

REQUIRED: 4.10 Street Trees Along Private Streets, along Tortola Drive

Length of street frontage	1,165 linear feet
Street trees (1 per 35 linear feet)	34

PROVIDED: 4.10 Street Trees Along Private Streets, along Tortola Drive

Length of street frontage	1,165 linear feet
Street trees (1 per 35 linear feet)	77

REQUIRED: 4.10 Street Trees Along Private Streets, along Anegada Drive

Length of street frontage	610 linear feet
Street trees (1 per 35 linear feet)	18

PROVIDED: 4.10 Street Trees Along Private Streets, along Anegada Drive

Length of street frontage	610 linear feet
Street trees (1 per 35 linear feet)	17



REQUIRED: 4.10 Street Trees Along Private Streets, along Southwind Drive

Length of street frontage	435 linear feet
Street trees (1 per 35 linear feet)	13

PROVIDED: 4.10 Street Trees Along Private Streets, along Southwind Drive

Length of street frontage	435 linear feet
Street trees (1 per 35 linear feet)	19

REQUIRED: 4.10 Street Trees Along Private Streets, along Wingfoot Court

Length of street frontage	550 linear feet
Street trees (1 per 35 linear feet)	16

PROVIDED: 4.10 Street Trees Along Private Streets, along Wingfoot Court

Length of street frontage	550 linear feet
Street trees (1 per 35 linear feet)	9

REQUIRED: 4.10 Street Trees Along Private Streets, along Buco Reef Loop

Length of street frontage	1,690 linear feet
Street trees (1 per 35 linear feet)	48

PROVIDED: 4.10 Street Trees Along Private Streets, along Buco Reef Loop

Length of street frontage	1,690 linear feet
Street trees (1 per 35 linear feet)	48

REQUIRED: 4.10 Street Trees Along Private Streets, along Tobago Way

Length of street frontage	195 linear feet
Street trees (1 per 35 linear feet)	6

PROVIDED: 4.10 Street Trees Along Private Streets, along Tobago Way

Length of street frontage	195 linear feet
Street trees (1 per 35 linear feet)	8

**Justification of Recommendation**

The applicant is requesting Alternative Compliance from Section 4.10, Street Trees Along Private Streets, along all private streets on the site for the location of the proposed street trees. The Landscape Manual requires that street trees be located between the street curb and the sidewalk. The applicant is proposing to exceed the total required number of street trees but is proposing to locate the street trees, in some places, behind the curb and sidewalk as approved in the previous DSP applications for the site. This design, which consolidates the green area to one side of the paving, may allow for a larger green area for planting the street trees. Two of the streets are short on the number of street trees required, specifically, Anegada Drive and Wingfoot Court. However, the overall street system requires 169 street trees, and the number of street trees provided for the overall site is 231 street trees, or 36 percent more street trees than required. The Alternative Compliance Committee finds the proposed alternative compliance measures to be equally effective as normal compliance with Section 4.10 of the Landscape Manual along Anegada Drive and Wingfoot Court, as the missing trees on these streets are provided along other streets within the community.

**Recommendation**

The Alternative Compliance Committee recommends APPROVAL of, and the Planning Board herein approves, Alternative Compliance for Sections 4.1 for the single-family detached lots and Section 4.10, along Anegada Drive and Wingfoot Court, of the 2010 *Prince George's County Landscape Manual*, for Signature Club at Manning Village, Detailed Site Plan DSP-04063-04, with the following condition:

- (1) Prior to certificate approval of the DSP all schedules shall be adjusted to reflect the calculations as represented herein.

12. **Prince George's County Woodland Conservation and Tree Preservation Ordinance:** The project is grandfathered with respect to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010 because this is a revision to a previous Detailed Site Plan approval (DSP-04063-03) that was approved prior to that date. The current approval request does not affect the grandfathering status of the project. A Type II Tree Conservation Plan, TCPII-039-01-03, was submitted for review.



The Woodland Conservation Worksheet shows a gross tract area of 70.49 acres and an on-site floodplain area of 5.96 acres. The net tract was originally forested with 62.34 acres and the floodplain was originally forested with 5.96 acres. The site has a woodland conservation threshold of 9.68 acres and a total woodland conservation requirement of 22.26 acres, based on clearing a cumulative total of 48.82 acres. The previously approved Type II Tree Conservation Plan (TCPII-039-01-02) provided 12.25 acres of on-site preservation. The current plan shows the requirement being met with 12.13 acres of on-site preservation and 10.09 acres of credits for off-site mitigation on another property. No on-site woodland reforestation is proposed with this submittal.

As conditions of this approval would bring the submitted TCPII into conformance with the requirements of the Woodland Conservation and Tree Preservation Ordinance, it may be said that the subject project meets its requirements.

13. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, of the Prince George's County Code requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties that are zoned M-X-T are required to provide a minimum of ten percent of the gross tract area in TCC. The required coverage for the subject 70.49-acre property is 7 acres. The DSP has included the appropriate schedule, which indicates compliance with this requirement for the DSP.
14. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
  - a. **Historic Preservation and Archeological Review**—Phase I and II archeological investigations had been conducted on the subject property in 2005. Further, they stated that one Archeological Site, 18PR795—a Middle Archaic short-term prehistoric camp, was identified in the southern portion of the property near MD 228 (Berry Road). Phase II evaluation determined that additional archeological investigations were not necessary. The subject property has since been graded and extensively disturbed. There are no historic sites or historic resources on, or adjacent to, the subject property. This proposal will not impact any historic sites, historic resources, or known archeological site.
  - b. **Community Planning**—Master plan conformance is not required for the approval, and the project is located in an Established Community, according to the *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035), which is appropriate for context-sensitive infill and low- to medium-density development. Additionally, noting that the project is in the land area covered by the 2013 Subregion 5 Master Plan and SMA, its adoption retained the subject property in the M-X-T Zone. The project is located in Planning Area 84, the Piscataway and Vicinity community, and not within an Aviation Policy Area or the Military Installation Zone.



- c. **Transportation**—Based on the review of the DSP, the site is composed of Plat 45, Lot 11; Plat 46, Lot 12; and Parcel 25. Specifically, the residential portion of the project is Lot 11, with a portion of Parcel 25, as it will provide a private access road into the development. In reviewing Lot 11, the plat notes that access along both MD 228 (Berry Road) and MD 210 (Indian Head Highway) is denied. Not reviewed was Lot 12, as that will be developed as a commercial facility in the future.

As established with the Subregion 5 Master Plan and SMA, roadway improvements are planned along MD 210, as it is a major commuter route linking Southern Maryland to Washington, D.C. The master plan recommends upgrading MD 210 to freeway status from the Subregion 7 boundary to MD 228. Also, from MD 228 to Charles County, MD 210 would be upgraded to an expressway (F-11). The proposed right-of-way varies, and six to eight lanes are proposed. No structures or other improvements within the site are proposed within the ultimate right-of-way.

Access to the Signature Club at Manning Village residential development will be through Manning Drive East, an existing roadway. There is no direct access onto MD 210 or MD 228.

Conceptual Site Plan CSP-99050 and Preliminary Plan of Subdivision 4-01063 have several transportation-related conditions, which are discussed in Findings 8 and 9 above. All transportation facilities needed to serve the current approval will be available within a reasonable period of time, as required by Section 27-546(d)(10) of the Zoning Ordinance.

- d. **Subdivision**—The subject property is located on Tax Map 161 in Grids D-1, D-2, E-1, and E-2. The site is known as Lot 11, consists of 57.22 acres, and was recorded in Plat Book REP 205-45 on March 9, 2005. The property is the subject of Preliminary Plan of Subdivision 4-01063.

The PPS was originally approved subject to 17 conditions. The reconsideration revised Condition 17 and added 9 additional conditions. See Finding 9 for a detailed discussion of the relevant conditions of that approval.

Other subdivision-related comments have either been addressed by revisions to the plan or by conditions of this approval.

- e. **Trails**—Both MD 210 and MD 228 are designated as master plan bikeways. However, although the site abuts both roads, it does not have direct access to either one, and frontage improvements or an access easement permit will likely not be required. These bikeways will be addressed separately by the Maryland State Highway Administration (SHA) with pavement markings and signage as resurfacing or other road improvement projects occur.



The Complete Streets element of the MPOT reinforces the need for internal sidewalks and the accommodation of pedestrians as road improvements are made and new roads constructed.

**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.**

Standard sidewalks are included along both sides of all internal roads, excluding the bridge over Parcel L. Several internal sidewalks or paths are also shown that provide access through open space parcels.

As part of a review of plans, the Planning Board also recommended the provision of a standard sidewalk along both sides of Tortola Drive, across the Southern Maryland Electric Cooperative right-of-way. This change has been made by the applicant and is reflected on the submitted DSP. The Planning Board also evaluated the possibility of providing a sidewalk along both sides of the bridge over Parcel L, but it appears that the approved impacts for the stream crossing only cover the width of the bridge, as currently shown. To avoid further impacts to the stream and comply with the already approved impacts, the Planning Board concurred with the sidewalk on one side of the bridge at this location. There is an existing commercial shopping center on the south side of MD 228, which is opposite of the subject site at the Manning Road intersection. Some pedestrian improvements have been made on the south side of the intersection, and the subject approval should complete the necessary pedestrian improvements to accommodate residents walking from the subject site to the shopping center.

- f. **Permits**—Permit review comments that have either been addressed by revisions to the plans or by conditions of this approval.
- g. **Environmental Planning**—A review of available information indicates that streams, wetlands, and 100-year floodplain are found to occur on the property. No areas of steep slopes with highly-erodible soils have been found to occur on the property. The Sensitive Species Project Review Area map received from the Maryland Department of Natural Resources, Natural Heritage Program, shows that there are potential rare, threatened, or endangered species found to occur along the western corner of this property. Forest interior dwelling species (FIDS) habitat and a FIDS buffer are mapped on-site. The site is located within Environmental Plan Strategy Area 2 of the Regulated Environmental Protection Areas Map, as designated by Plan Prince George's 2035. The 2017 *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* shows that the site is entirely within the regulated and evaluation areas. There are no



designated scenic or historic roads in the vicinity of the property. This property is located in the Gatewoman Creek watershed.

For a discussion of relevant environmental conditions of CSP-99050 (PGCPB Resolution No. 00-142) and CSP-99050-01 (PGCPB Resolution No. 05-228), see Finding 8 of this approval. For a discussion of the relevant environmental conditions of Preliminary Plan of Subdivision 4-01063 (PGCPB No. Resolution 02-07 (C)(A)), see Finding 9 of this approval.

#### **Natural Resources Inventory**

A natural resources inventory was not submitted for the subject property because the PPS and DSP are grandfathered from the requirement.

The site has a forest stand delineation that was reviewed with previous approvals. The site contains regulated environmental features, which include streams, wetlands, and floodplain. The woodland on the site is limited to the woodland conservation areas approved with previous development approvals.

#### **Stormwater Management**

Stormwater Management Concept Plan 32197-2004-03 has been approved by DPIE. The plans show extensive use of bioretention areas.

#### **Soils**

The predominant soils found to occur, according to the U.S. Department of Agriculture, Natural Resources Conservation Service, include Beltsville silt loam and Aura gravelly loam, which have limitations with respect to perched water tables, impeded drainage, and a hard stratum. Marlboro clay is not found to occur in the vicinity of this property.

- h. **Prince George's County Fire/EMS Department**—In a memorandum dated October 1, 2017 (Oladeinde to Grover), the Fire/EMS Department offered comments regarding needed accessibility, private road design, and the location and performance of fire hydrants.
- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated October 25, 2017 (Giles to Grover), DPIE offered numerous comments that will be implemented through their separate permitting process. DPIE also stated that DSP-04063-04 is in conformance with approved Stormwater Concept Plan 32197-2004-03.
- j. **Prince George's County Health Department**—In a memorandum dated October 6, 2017 (Johnson to Grover), the Health Department stated that, during the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. A condition of this approval requires that, prior to certificate approval, the applicant add a note to the plans for the project stating the

applicant's intent in this regard. Additionally, the Health Department stated that miscellaneous solid waste materials must be collected and properly disposed of at the municipal waste landfill. This information has been provided to the applicant.

- k. **Verizon**—Verizon did not provide comment regarding the subject project.
  - l. **Southern Maryland Electric Cooperative (SMECO)**—In a memorandum dated November 6, 2017 (Ulrich to Grover), SMECO offered numerous comments about the electric distribution system for the project and impacts on the SMECO transmission right-of-way. SMECO's requirements will be met through their separate permitting process.
- 15. Based on the foregoing and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP will, if approved with the proposed conditions below, represent a most 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.
  - 16. As required by Section 27-285(b)(2) of the Zoning Ordinance, this DSP is also in general conformance with the approved Conceptual Site Plan, CSP-99050-01.
  - 17. Section 27-285(b)(4) of the Zoning Ordinance requires the following for the approval of a detailed site plan:

**The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

The regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible based on minimal changes to the limits of disturbance from the previously approved DSP and recommended that this finding could be made.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Type II Tree Conservation Plan TCPH-039-01-03 and APPROVED Alternative Compliance AC-17020, and further APPROVED Detailed Site Plan DSP-04063-04 for the above described land, subject to the following conditions:

- 1. Prior to certificate of approval of the detailed site plan (DSP), the applicant shall make revisions or provide information, as follows:
  - a. Provide easements for the stormdrains and retaining walls on private lots for needed access by the homeowners association for maintenance purposes.



- b. All internal homeowners association paths/trails shown on the plan shall be a minimum of six feet wide and be asphalt.
- c. Signage and pavement markings shall be provided at the intersection of MD 228 (Berry Road) and Manning Road, to ensure safe pedestrian crossing. Final design of the signage and pavement markings shall be approved by the Urban Design Section as designee of the Prince George's County Planning Board, unless modified by the Maryland State Highway Administration.
- d. The dimensional requirement for height set by the DSP shall be listed in the general notes.
- e. The setbacks of the community building and the monument sign shall be dimensioned. The square footage of the monument sign shall be provided on Sheet LP5.03.
- f. Specify the height of the trees on the plant list.
- g. Add a general note to the plans stating that during the demolition and construction phases, this project will conform to construction activity dust control requirements specified in the 2011 Standards and Specifications for Soil Erosion and Sediment Control.
- h. The applicant shall provide proof to staff that signature approval of the reconsideration of Preliminary Plan of Subdivision 4-01063 is complete.
- i. The applicant shall include a note on the cover sheet of the landscape plans indicating that Lot 12 is Phase 2 of the subject project for future commercial development.
- j. The mitigated 65 dBA line shall be shown on the plans, and private recreational facilities shall be located outside of it.
- k. Revise the Type II tree conservation plan as follows:
  - (1) Revise the conservation worksheet to provide sufficient "Total Woodland Conservation Provided." The worksheet, as submitted, has a 0.09-acre shortfall.
  - (2) Provide the current tree conservation plan general notes per the Environmental Technical Manual. The corrected notes will include the current \$9.00 per square foot mitigation fee.
  - (3) Provide the current environmental approval block and include the purpose of this third revision.
  - (4) Show the noise/retaining wall with a sufficient setback from the limit of disturbance.

- (5) Revise the plan, as necessary, to remove all disturbance from outside of the limits of disturbance.
  - (6) Identify the floodplain on the plan using the symbol represented in the legend.
  - (7) Remove the WGL Easement from the preservation area, as declared in Liber 7779, page 305.
  - (8) Revise the "Woodland Conservation Provided" on the worksheet, as necessary, to reflect any changes required.
- l. The applicant shall provide a Section 4.7 schedule on the landscape plan, demonstrating conformance with the applicable requirements of Section 4.7 of the 2010 *Prince George's County Landscape Manual*.
  - m. Add six additional parking spaces to the site, in the vicinity of the townhouse lots.
  - n. Typical parking space details shall be provided and shall be dimensioned in accordance with the requirements of Part 1 of the Prince George's County Zoning Ordinance.
  - o. The applicant shall revise the plans to include only a downward-facing light fixture and to include a photometric plan, to be reviewed and approved by the Urban Design Section as designee of the Prince George's Planning Board.
  - p. The townhouse and single-family detached units identified in the plan set as highly-visible shall to be treated as follows:
    - (1) Brick shall be used on the front elevation or the watertable and wrapped to the side.
    - (2) The units shall have an attractive pattern of fenestration and a minimum of three architectural features.
    - (3) Lots 61, 252, 301, and 327 shall be added to the "Highly-Visible Lots" graphic on Sheet 1 of the plan set.
    - (4) Final design of the units shall be approved by the Urban Design Section as designee of the Planning Board.
  - q. The *Prince George's County Landscape Manual* schedules for Section 4.1 and 4.10 shall be adjusted to reflect the calculations as represented in the Alternative Compliance AC-17020.



- r. The applicant shall pursue an Alternative Compliance application for Section 4.6 of the *Prince George's County Landscape Manual*.
  - s. Removal of Building Phase 10 (PM 232-67), as requested by the applicant, including necessary additional revisions to accomplish said removal.
  - t. The applicant shall work with the Accokeek Development Review District Commission to determine the appropriateness of a public amenity for the site and, if it is determined appropriate, a precise location and specific description of the proposed public amenity or another public amenity shall be added to the DSP.
2. Prior to issuance of any grading permits, which impact wetlands or required buffers, the applicant shall provide copies of the appropriate federal, state and local wetland permits.

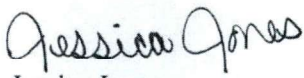
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

\* \* \* \* \*

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 Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, Doerner, and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, December 7, 2017, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 7th day of December 2017.

Elizabeth M. Hewlett  
Chairman

  
By Jessica Jones  
Planning Board Administrator

EMH:JJ:RG:rpg

APPROVED AS TO LEGAL SUFFICIENCY

  
M-NCPPC Legal Department

Date 12/12/17



# CONCEPTUAL SITE PLAN

# SIGNATURE CLUB EAST

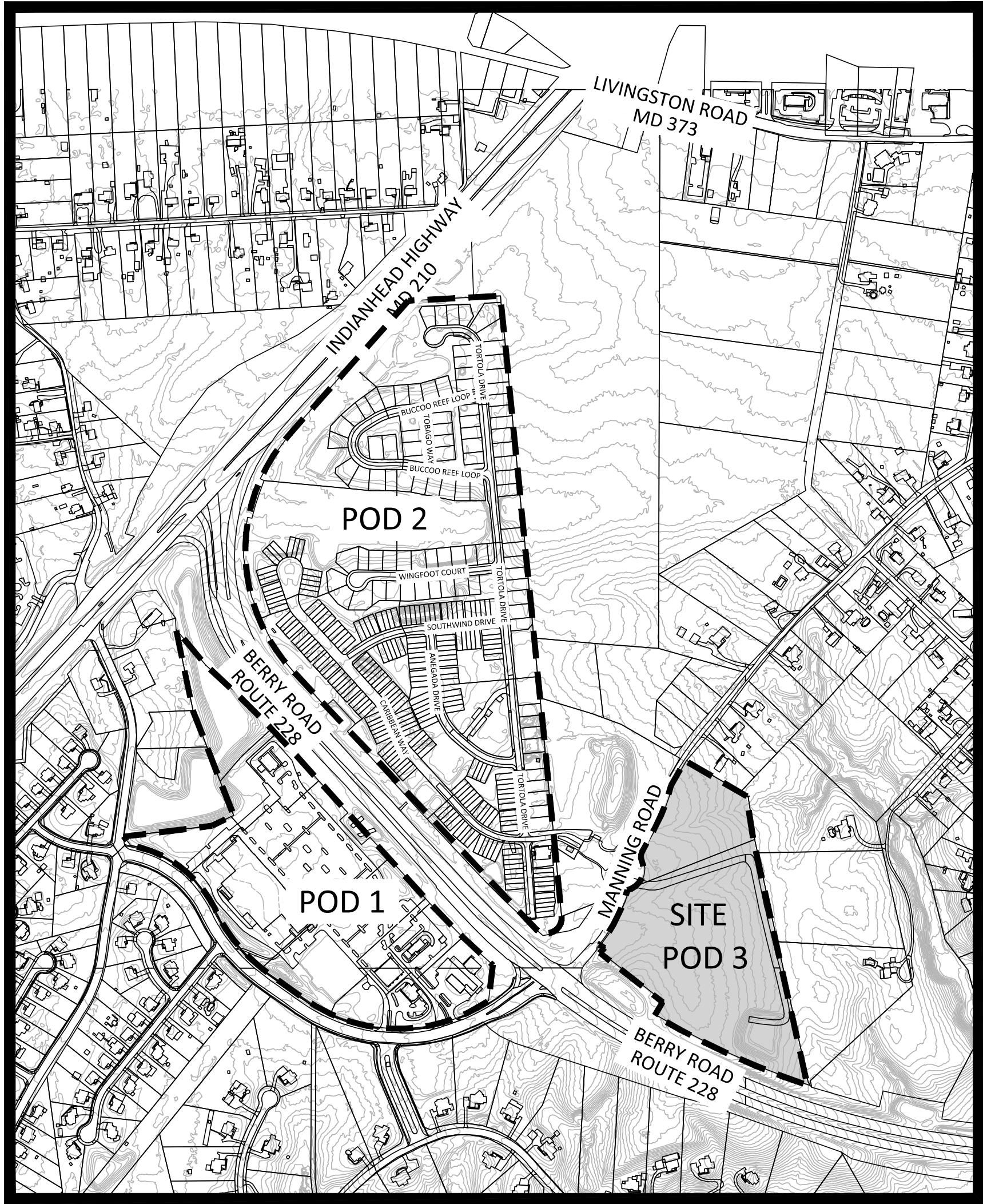
## CSP-23002

GENERAL NOTES

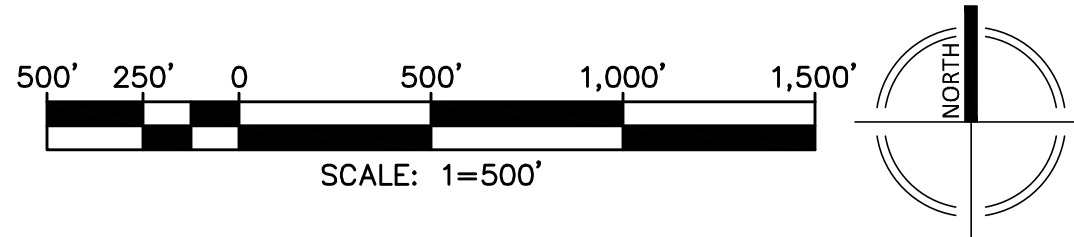
- SUBDIVISION OR PROJECT BY NAME: SIGNATURE CLUB EAST.
- TOTAL ACREAGE:
  - SUBJECT PROPERTY: 16.90 ACRES, 736,143 SF
  - OVERALL CSP: 100.42 ACRES, 4,374,295 SF (INCLUDING ADDITION OF OUT-PARCEL B)
- EXISTING ZONING: RMF-48, WILL BE DEVELOPED UNDER PREVIOUS M-X-T ZONE.
- PROPOSED USE OF PROPERTY: UP TO 300 MULTI-FAMILY & UP TO 12,600 SF COMMERCIAL/RETAIL.
- NUMBER OF LOTS, PARCELS, OUTLOTS AND OUTPARCELS : 4 LOTS (TO BE PROPOSED WITH PRELIMINARY PLAN OF SUBDIVISION)
- GROSS FLOOR AREA:
  - ALLOWED: 1.4 FAR (INCLUDING 1.0 RESIDENTIAL BONUS)
  - PROPOSED FOR SUBJECT PROPERTY(POD 3):
    - RESIDENTIAL: 325,000 SF AND 0.44 FAR (ON SUBJECT PROPERTY)
    - COMMERCIAL: 12,600 SF AND 0.02 FAR (ON SUBJECT PROPERTY)
  - PROPOSED FOR OVERALL CSP:
    - RESIDENTIAL: 943,500 SF (618,500 SF POD 2 + 325,000 SF POD 3) AND .22 FAR (ON OVERALL CSP AREA)
    - COMMERCIAL: 232,600 SF (220,000 SF POD 1 + 12,600 SF POD 3) AND .05 FAR (ON OVERALL CSP AREA)
- 200 FOOT MAP REFERENCE: 22INSW01
- TAX MAP NUMBER AND GRID: MAP 161, GRID E2
- AVIATION POLICY AREA: NONE
- WATER/SEWER DESIGNATION(EXISTING): LOT 12 = W-3/S-3; PARCEL B = W-4/S-4
- WATER/SEWER DESIGNATION(PROPOSED): W-3/S-3
- STORMWATER MANAGEMENT CONCEPT PLAN NUMBER: SDCP-35682-2023
- 10-FOOT PUBLIC UTILITY EASEMENT ALONG ALL RIGHTS-OF-WAY: PROVIDED
- MANDATORY PARK DEDICATION: REQUIREMENT MET THROUGH PRIVATE ON-SITE RECREATION FACILITIES
- CEMETERIES ON OR CONTIGUOUS TO THE PROPERTY: NO
- HISTORIC SITES ON OR IN THE VICINITY OF THE PROPERTY: NO
- WETLANDS: NO
- 100-YEAR FLOODPLAIN: NO
- WITHIN CHESAPEAKE BAY CRITICAL AREA: NO
- SOURCE OF TOPOGRAPHY: FIELD TOPOGRAPHY BY VIKI MARYLAND, LLC, MARCH 2022
- APPLICANT:  
WP EAST ACQUISITIONS, LLC  
ATTN: SCOTT ZIMMERLY  
11 NORTH WASHINGTON STREET, SUITE 320  
ROCKVILLE, MD 20850
- THIS TCP-1 IS FOR THE PURPOSE OF REVISING THE PREVIOUSLY APPROVED TCP1-052-97, TCP1-025-01, AND TCP2-116-01.
- NRI-075-2022 WAS APPROVED ON 5/27/2022.
- THIS PROJECT SHALL CONFORM TO CONSTRUCTION ACTIVITY NOISE CONTROL REQUIREMENTS PER SUBTITLE 19 OF THE PRINCE GEORGE'S COUNTY CODE.
- THIS PROJECT SHALL CONFORM TO CONSTRUCTION ACTIVITY DUST CONTROL REQUIREMENTS AS SPECIFIED IN THE 2011 MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL.

SITE DATA:	
Gross Tract Area (GTA)	16.90 AC.
Existing 100 Year Flood Plain	.00 AC.
Proposed Road Dedication	.05 AC.
Net Tract Area	16.85 AC.
Existing Woodland in the Floodplain	.00 AC.
Existing Woodland in Net Tract	13.32 AC.
Existing Woodland Total	.00 AC.
Existing PMA	.00 AC.
Regulated Streams	.00 AC.

BUILDING HEIGHT  
THE MAXIMUM BUILDING HEIGHT FOR THIS PROJECT IS 65'.



### AREA VICINITY MAP



EXISTING PARCEL INFO

PARCEL/LOT	OWNER	ADDRESS	AREA (PER SURVEY)	AREA (PER SDAT)	TAX ACCOUNT NO.	PLAT NO.
LOT 12	SIGNATURE 2016 COMMERCIAL, LLC	340 EAST MANNING ROAD, ACCOKEEK, MD 20607	13.268 AC.	13.26 AC.	05-3666682	205 /46
OUTPARCEL B	SIGNATURE 2016 COMMERCIAL, LLC	420 EAST MANNING ROAD, ACCOKEEK, MD 20607	3.630 AC.	3.62 AC.	05-3666674	205/46

### SHEET INDEX

CSP-1	COVER SHEET
CSP-2	APPROVALS
CSP-3	CONCEPTUAL SITE PLAN & CIRCULATION EXHIBIT
CSP-4	CONCEPTUAL LANDSCAPE PLAN
CSP-5	ILLUSTRATIVE LANDSCAPE PLAN
PSB-1	PROFESSIONAL SURVEY BOUNDARY
LAM-1	LOCAL AREA MAP

REVISIONS

REVISIONS	DATE

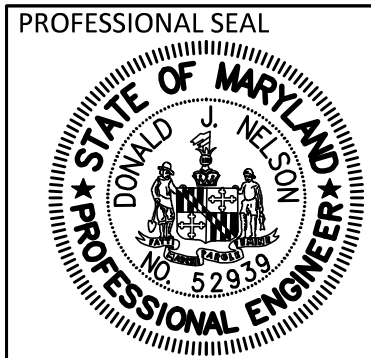
DATE

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### CONCEPTUAL SITE PLAN COVER SHEET

SIGNATURE CLUB EAST

LOT 12 & OUTPARCEL B  
MANOKEEK SUBDIVISION  
5TH ELECTION DISTRICTS  
PRINCE GEORGE'S COUNTY, MARYLAND  
WSSC GRID: 221SW01 TAX MAP: 161-E2



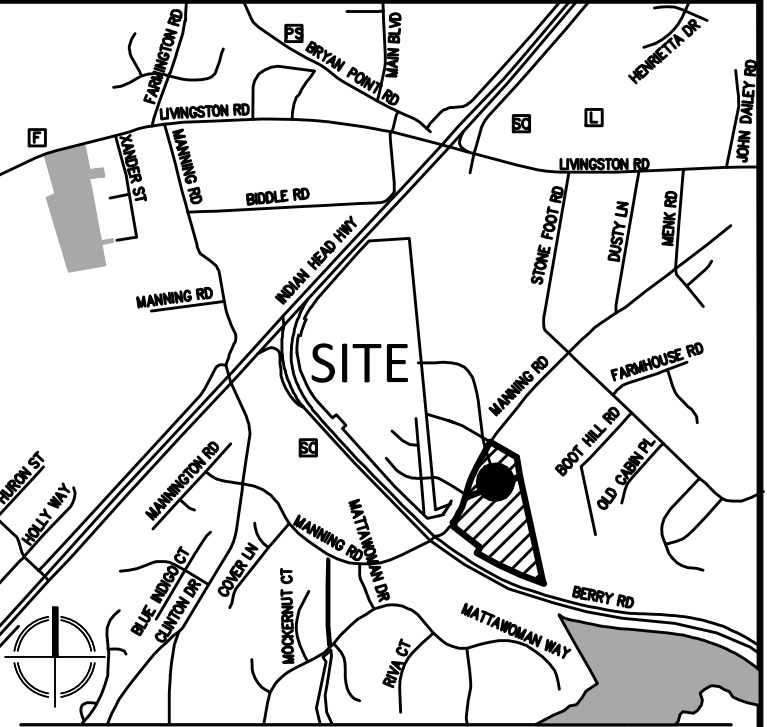
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A QUALIFIED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND. DONALD NELSON LICENSE NO. 52935 EXPIRATION DATE: JULY 31, 2026

DRAWN BY: \_\_\_\_\_  
DESIGNED BY: 5723/2025  
DATE ISSUED: VIKI PROJECT VM18565  
DRAWING NO. CSP-1  
SHEET NO. \_\_\_\_\_

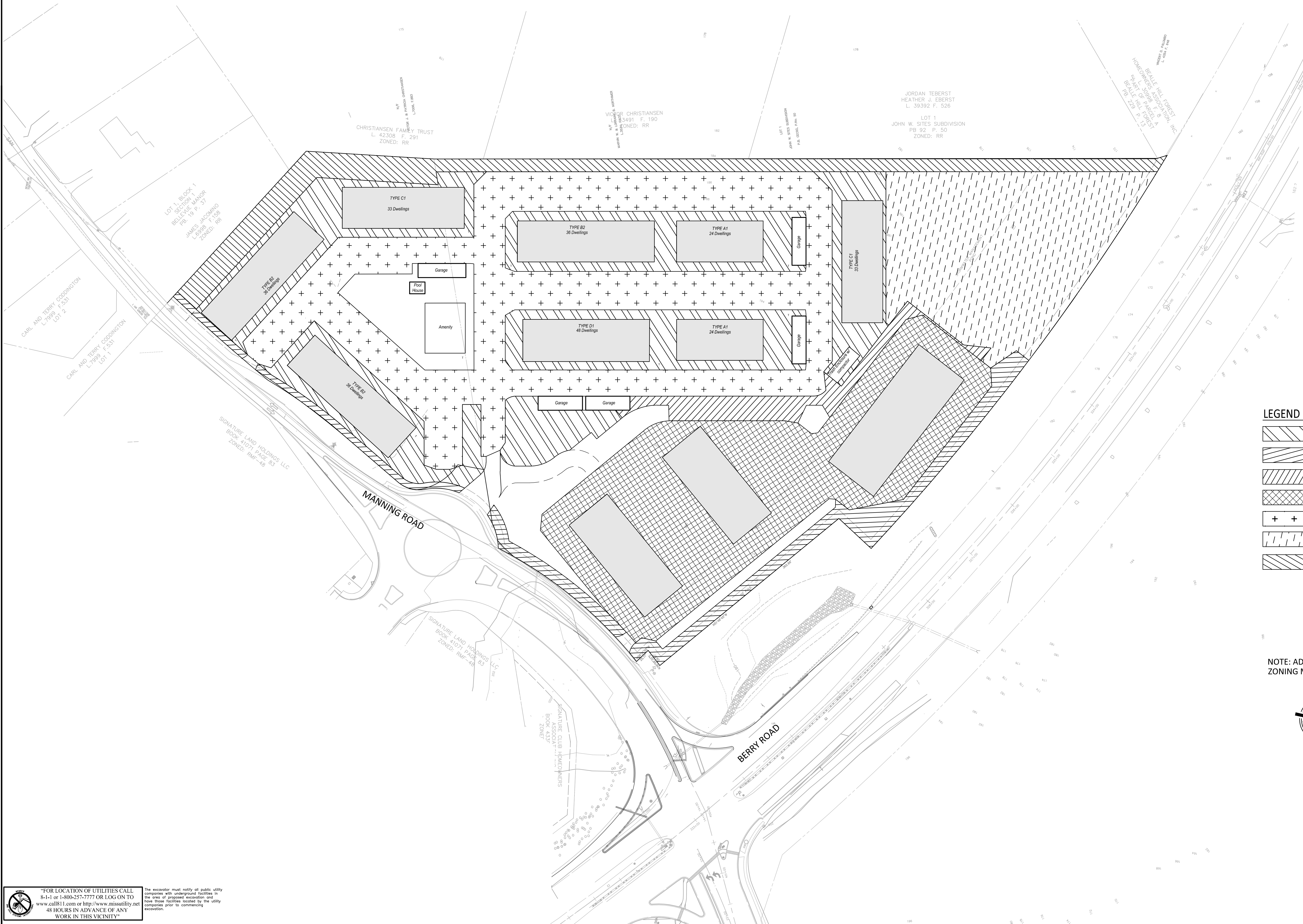








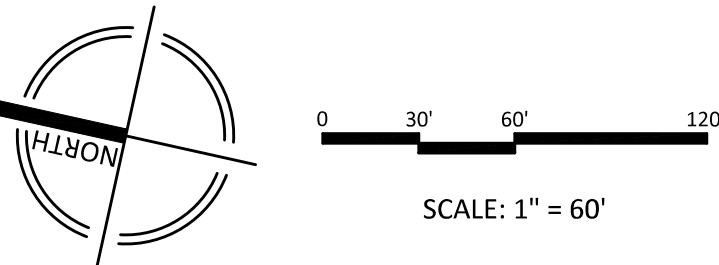
VICINITY MAP  
SCALE: 1" = 2000'



LEGEND

- 1 MAJOR SHADE TREE PER 1,600 SF OF GREEN AREA.  
UNDER - SECTION 4.1(c)(4)(A)
- MINIMUM 10' LANDSCAPE STRIP W/AT LEAST 1 SHADE TREE, 10 SHRUBS PER 35' EXCLUDING DRIVEWAYS.  
UNDER - SECTION 4.2.(c)(3)(A)(i) & 4.2.(c)(3)(B)(i) WHERE P.U.E OVERLAPS
- MINIMUM 5' LANDSCAPE STRIP W/AT LEAST 1 TREE & 3 SHRUBS PER 35'.  
UNDER - SECTION 4.3.(c)(1)(i)(i)
- 8% PLANTING AREA AND 1 SHADE TREE PER 300SF; MINIMUM 160 SF & 6' WIDTH PER TREE & 9' BETWEEN PERPENDICULAR PARKING SPACE ISLANDS.  
UNDER - SECTION 4.3(c)(2)(A)-(H)
- 15% PLANTING AREA AND 1 SHADE TREE PER 300SF; MINIMUM 160 SF & 6' WIDTH PER TREE & 9' BETWEEN PERPENDICULAR PARKING SPACE ISLANDS.  
UNDER - SECTION 4.3(c)(2)(A)-(H)
- MINIMUM 75' BUFFER WITH 8 SHADE TREES, 20 EVERGREENS, AND 40 SHRUBS PER 100 LINEAR FEET OR 4 SHADE TREES, 10 EVERGREENS, 20 SHRUBS, AND A 6' HIGH PRIVACY FENCE - SECTION 4.6(c)(1)(B)(ii)
- MINIMUM 20' LANDSCAPE BUFFER UNDER - SECTION 4.7.(c)(4)(E)(ii) PROVIDING: 6' PRIVACY FENCE  
80 PLANT UNITS PER 100 LINEAR FEET

NOTE: ADDITIONAL BUFFER FOR OUTPARCEL B AREA REQUIRED PER ZONING MAP AMENDMENT A-9960-C



FOR LOCATION OF UTILITIES CALL 8-1-1 or 1-800-257-7777 OR LOG ON TO [www.call811.com](http://www.call811.com) or <http://www.missdelaware.com> 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY

The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and close those facilities located by the utility companies prior to commencing excavation.



PREPARED FOR:  
WP EAST ACQUISITIONS, LLC  
ATTN: SCOTT ZIMMERLY  
11 NORTH WASHINGTON STREET, SUITE 320  
ROCKVILLE, MD 20850

REVISIONS

NO.	DESCRIPTION	DATE

DATE


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COMPOSITE  
LANDSCAPE PLAN

SIGNATURE CLUB EAST  
LOT 12 & OUTPARCEL B  
MANOEKEE SUBDIVISION  
5TH ELECTION DISTRICTS  
PRINCE GEORGE'S COUNTY, MARYLAND  
WSSC GRID: 2215W01 TAX MAP: 161-E2

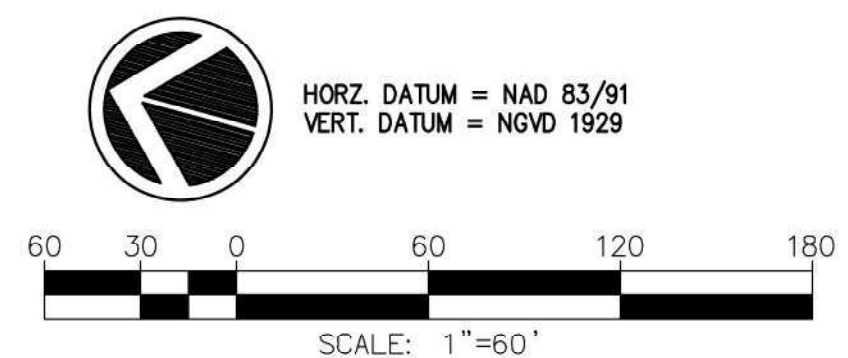


I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A FULLY LICENSED REGISTERED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND. JORDAN SLOAN, LICENSE NO. 3778 EXPIRATION DATE: MAY 15, 2028

DRAWN BY:     
DATE ISSUED: 5/23/2023  
VIKA PROJECT: VM18565  
DRAWING NO.: CSP-4  
SHEET NO.:




	<p>PROPERTY LINES EXISTING CABLE TELEVISION CONDUIT EXISTING ELECTRICAL CONDUIT EXISTING EDGE OF PAVEMENT EXISTING FENCE LINE EXISTING NATURAL GAS CONDUIT EXISTING OVERHEAD WIRES EXISTING TELEPHONE CONDUIT EXISTING PUBLIC UTILITIES EASEMENTS EXISTING SANITARY SEWER CONDUIT EXISTING STORM DRAIN CONDUIT EXISTING WATER CONDUIT EXISTING ZONE LIMITS PROPOSED 10' CONTOUR PROPOSED 2' CONTOUR EXISTING 10' CONTOUR</p>		<p>PROPOSED WATER LINE PROPOSED SANITARY SEWER WITH STRUCTURE PROPOSED STORM DRAIN PROPOSED LIMITS OF DISTURBANCE PROPOSED STORM WATER EASEMENT EXISTING 2' CONTOUR WETLAND WETLAND BUFFER STREAM VALLEY BUFFER PRIORITY MANAGEMENT AREA EXISTING FLOOD PLAIN EXISTING SKIDS BOUNDARY PROPOSED FLOOD PLAIN INITIAL CONCEPT PROPERTY LINE</p>		<p>EXISTING GULLY POLE EXISTING GAS VALVE EXISTING LIGHT POLE EXISTING PHONE PEDESTAL EXISTING PHONE MANHOLE EXISTING UTILITY POLE EXISTING SANITARY MANHOLE EXISTING TRAFFIC CONTROL BOX EXISTING TRAFFIC SIGNAL POLE EXISTING TREE EXISTING TELEPHONE PEDESTAL EXISTING UNKNOWN UTILITY MANHOLE EXISTING WATER METER EXISTING WATER MANHOLE EXISTING WATER VALVE SOIL BORING</p>		<p>EXISTING BOLLARD EXISTING SIGN POST EXISTING WOOD POST EXISTING INLETS EXISTING CURB INLET EXISTING CONCRETE EXISTING CURB AND GUTTER EXISTING BUILDING EXISTING STORY EXISTING ELECTRICAL TRANSFORMER EXISTING ASPHALT EXISTING EASEMENT EXISTING REINFORCED CONCRETE PIPE EXISTING CORRUGATED METAL PIPE EXISTING BUILDING RESTRICTION LINE EXISTING RIGHT OF WAY</p>	<p>PROPOSED MAILBOX PROPOSED TRANSFORMER PAD</p>
--	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------

[illegible]

I HEREBY CERTIFY THAT THESE DOCUMENTS  
 WERE PREPARED OR APPROVED BY ME, AND  
 THAT I AM A DULY LICENSED REGISTERED  
 GEOSPACE ARCHITECT UNDER THE LAWS OF  
 THE STATE OF MARYLAND.  
 MYA SLOAN LICENSE No. 3776  
 EXPIRATION DATE: MAY 13, 2026

---

DRAWN BY: MC  
 DESIGNED BY: JB/JS  
 DATE ISSUED: 4/29/2023  
 PROJECT: VM18565  
 DRAWING No. \_\_\_\_\_  
 SHEET No. CSP-5

 "FOR LOCATION OF UTILITIES CALL  
8-1-1 or 1-800-257-7777 OR LOG ON TO  
[www.call811.com](http://www.call811.com) or <http://www.missutility.net>  
48 HOURS IN ADVANCE OF ANY  
WORK IN THIS VICINITY"

The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation.

PREPARED FOR:  
WP EAST ACQUISITIONS, LLC  
ATTN: SCOTT ZIMMERLY  
11 NORTH WASHINGTON STREET, SUITE 320  
ROCKVILLE, MD 20850

REVISIONS	DATE

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## ILLUSTRATIVE LANDSCAPE PLAN

**SIGNATURE CLUB EAST**  
LOT 12 & OUTPARCEL B  
MANOKEEK SUBDIVISION  
5TH ELECTION DISTRICTS  
PRINCE GEORGE'S COUNTY, MARYLAND  
WSSC GRID: 221SW01 TAX MAP: 161-E2



**Additional Back-up**

**For**

**CSP-23002**

**Signature Club East**



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

EDWARD C. GIBBS, JR.  
THOMAS H. HALLER  
JUSTIN S. KORENBLATT

(301) 306-0033  
FAX (301) 306-0037  
gibbshaller.com

July 8, 2025

The Honorable Darryl Barnes  
Chair (Designate)  
Prince George's County Planning Board  
of the Maryland-National Capital  
Park and Planning Commission  
14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772

Re: Conceptual Site Plan CSP-23002/Signature Club East

Dear Chairman Barnes:

I represent WP East Acquisitions LLC, the contract purchaser of the 16.90 acres forming the subject matter of the referenced application ("WP East"). WP East is owned and controlled by Wood Partners. Wood Partners has substantial experience developing and constructing multifamily residential projects across the country. Wood Partners also has substantial experience developing and constructing residential multifamily projects in Prince George's County.

My client appreciates the Staff recommendation of approval in the referenced case. However, there are certain conditions which my client believes need to be revised. A copy of the Conditions with the revisions marked thereon is attached to this letter. The conditions in question are discussed in greater detail below.

**Condition 1. (c)**

**1. Prior to certificate approval of the conceptual site plan, the following revisions shall be made, or information shall be provided:**

- c. Add the location of potential bus stops, ~~bike share stations, or other infrastructure~~ to the plan showing that the subject development will promote optimum and effective use of transit, in accordance with Section 27-546(d) of the prior Prince George's County Zoning Ordinance.**

**Comment:** We request that the words "bike share stations, or other infrastructure" be deleted from that condition. To the Applicant's knowledge, there are no bike share stations where bicycles can be rented or returned in this part of the County. Accordingly, that portion of the condition should not be included. In addition, the words "or other infrastructure" are ambiguous. The Applicant has no idea what might be included in the term "other infrastructure". As such, it should not be included in the condition.

**Condition 2.a.**

2. At the time of detailed site plan, in accordance with the 2013 Approved Subregion 5 Master Plan, the 2009 Approved Countywide Master Plan of Transportation, and Section 27-274(a)(2)(C) of the prior Prince George's County Zoning Ordinance, the Applicant and the Applicant's heirs, successors, and/or assignees shall identify the following facilities on the site plans:

- a. A minimum of 5-foot-wide sidewalks and associated Americans with Disabilities Act curb ramps along both sides of all internal roads, excluding alleys.

**Comment:** My client does not object to the inclusion of 5-foot-wide sidewalks on both sides of internal roads as a general matter. However, in this instance Wood Partners suggests that a sidewalk abutting a buffer area, both on the east side of the property adjacent to the proposed plant buffer as well as on the west side abutting the commercial component is not needed. This is particularly true with regard to the eastern property boundary. The property abutting the project to the east consists of 10 acres improved with a single family home. Adding a sidewalk abutting that property could encourage pedestrian connectivity. In this instance, that would be contrary to the desire of the abutting property owner. A drawing illustrating the Applicant's proposed revision is marked Exhibit "A" and attached.

**Condition 2.d.**

d. **Provide** **Propose** long- and short-term bicycle parking within ~~each multifamily building structures~~ **located within the residential component**, and short-term bicycle parking at the designated retail spaces.

**Comment:** Wood Partners is proposing seven smaller multifamily residential buildings on the site. It is not possible to put both short-term and long-term bicycle parking within each individual multifamily building. My client has no objection to including areas within structures where bicycle parking can be located. This can be accommodated within garages which will be proposed or in accessory buildings which can be connected to the garages. Since Condition 2 includes actions which are to be taken at the time of Detailed Site Plan, the identity and location of the particular structures where bicycle parking will be located can be determined at that time.

**Transportation Findings**

Finally, a comment must be noted with regard to the transportation analysis which is found on pages 18 thru 21 inclusive of the Staff Report. After analyzing levels of service at identified intersections, the Transportation staff makes a recommendation regarding the Traffic Impact Study to be further analyzed at the time of Preliminary Subdivision Plan. There, it is noted that the intersection of MD 210 and MD 373 has a failing level of service during the PM peak hour. Within the finding contained on page 21 of the Staff Report, it is recommended that at the time of Preliminary Subdivision Plan the Applicant should submit a new Traffic Study which would address the potential for providing mitigation to that intersection during the PM peak hour.

This issue has been the subject of extensive discussion between the Applicant and the Transportation Division staff. A copy of an e-mail from Michael Lenhart of Lenhart Traffic Consulting addressed to Transportation Staff and dated June 24, 2025, is attached hereto as Exhibit "B". That e-mail addresses the fact that the property forming the subject matter of this application was previously the subject of an approved Preliminary Subdivision Plan which includes a trip cap of 147 AM and 524 PM peak hour trips. It is the Applicant's position that this trip cap is vested. This is particularly true given the fact that all required

Honorable Darryl Barnes  
July 8, 2025  
Page 4

improvements which were conditions of the approval of the earlier Preliminary Subdivision Plan have been made. Pursuant to Section 24-4503(e) of the new Subdivision Regulations, obligations associated with a certificate of adequacy may be vested if the certificate holder has dedicated or deeded land for public purposes including roads, or "has otherwise met, in full, any required financial infrastructure improvement, land transaction or other conditions originally deemed necessary to provide adequate public facilities for the development". Given the fact that all required improvements from the original approval have been made and implemented, the trip cap associated with that prior approval has been vested. Further, the PM peak hour trips generated by the current development proposal will actually decrease the trip impact in the PM peak hour at the intersection of MD 210 and MD 373. Accordingly, no further mitigation of transportation impacts should be required. While this issue can be fully addressed at the time of Preliminary Subdivision Plan, the Applicant felt the need to clarify the finding contained on page 21 of the Staff Report.

Thank you for your consideration of these proposed revisions. I will be present at the Planning Board hearing in order to provide further response and information.

Very truly yours,

GIBBS AND HALLER

A handwritten signature in blue ink, appearing to read 'Ed Gibbs', with a large, stylized flourish extending from the end of the signature.

Edward C. Gibbs, Jr.

Enclosures





**From:** mlenhart <[mlenhart@LENHARTTRAFFIC.COM](mailto:mlenhart@LENHARTTRAFFIC.COM)>

**Sent:** Tuesday, June 24, 2025 8:27 AM

**To:** Daniels, Leah <[Leah.Daniels@ppd.mncppc.org](mailto:Leah.Daniels@ppd.mncppc.org)>

**Cc:** Huang, Te-sheng (Emery) <[Tesheng.Huang@ppd.mncppc.org](mailto:Tesheng.Huang@ppd.mncppc.org)>; Smith, Noelle <[Noelle.Smith@ppd.mncppc.org](mailto:Noelle.Smith@ppd.mncppc.org)>; Hancock, Crystal <[crystal.hancock@ppd.mncppc.org](mailto:crystal.hancock@ppd.mncppc.org)>; mlenhart <[mlenhart@LENHARTTRAFFIC.COM](mailto:mlenhart@LENHARTTRAFFIC.COM)>; Edward C. Gibbs, Jr. <[egibbs@gibbshaller.com](mailto:egibbs@gibbshaller.com)>; Nick Driban <[ndriban@LENHARTTRAFFIC.COM](mailto:ndriban@LENHARTTRAFFIC.COM)>; mlenhart <[mlenhart@LENHARTTRAFFIC.COM](mailto:mlenhart@LENHARTTRAFFIC.COM)>

**Subject:** RE: Signature Club Study Follow-Up

**[EXTERNAL EMAIL]** Exercise caution when opening attachments, clicking links, or responding.

Crystal and Noelle,

This is in response to our discussion as to why we did not propose mitigation at MD 210 & MD 373.

I've pasted an image of the level of service results at the bottom of this email. MD 210 & MD 373 is projected to fail in the background and total traffic conditions during the evening peak hour. However, the total level of service is better than the background level of service for the following reason. The property in question is part of a previously approved preliminary plan and has an approved trip cap of 147 AM and 524 PM peak hour trips. The conditions imposed on the prior preliminary plan have all been satisfied including offsite traffic improvements and dedication of master plan ROW.

The property has an approved trip cap for the prior approval that is still in place. Therefore, the prior approval is included in the background conditions. Before we add the proposed development, we remove the background trips from this site that are associated with the old approval, which will be replaced as of the approval of the new preliminary plan. The results of the study show that the level of service in the evening peak hour actually improves, which is why we did not propose mitigation. Mitigation is described in great detail in the TRG. Mitigation is based on the proposed developments impact from background to the total traffic conditions, and requires a 100% mitigation, or 150% mitigation of the site's impacts depending on the level of service. In this case, the evening peak hour results in an improvement (reduction) in the level of service, therefore, there is nothing to mitigate. If the failure had occurred in the morning peak hour, then mitigation would be required because the morning CLV's actually increase (although the intersection operates at a LOS "C" in the morning so mitigation is not required based on the morning).

Additionally, Section 24-4503(e) states the following:

**(e) Vested or Contractual Rights**

*Obligations associated with a certificate of adequacy may be deemed satisfied, and the development for which the certificate was approved may be determined to have adequate public facilities for the purposes of these Regulations, under the following circumstances: (It should be noted that this property received an automatic certificate of adequacy per 24-4503(a)(1) that is still valid)*

- 1. The certificate holder has dedicated or deeded land for public purposes (such as dedication of land for public roads or parkland) or has otherwise met, in full, any required financial, infrastructure improvement, land transaction, or other conditions originally deemed necessary to provide adequate public facilities for the proposed development;*
- 2. The Planning Director may determine the permittee has acquired vested or contractual rights that preclude a new adequacy determination in accordance with this Section and State law; or*
- 3. In the case of an approval of a certificate of adequacy or conditional certificate of adequacy which includes phased deduction and/or phased required financial contributions for infrastructure improvements, construction of infrastructure improvements, land transactions, or other conditions originally deemed necessary to provide adequate public facilities for the proposed development, if the certificate holder remains in conformance with all requirements pursuant to the phasing schedule, the certificate of adequacy or conditional certificate of adequacy shall remain valid. Once all obligations have been satisfied, the certificate of adequacy shall be deemed satisfied per the conditions of approval.*

24-4503(e)(1) is satisfied as the ROW associated with the original PPS has been dedicated and all transportation infrastructure improvements have been completed. Therefore, the property has vested or contractual rights through the dedication and completion of the road improvements. Even if this section were not satisfied, however, the property still has a valid (automatic) certificate of adequacy per 24-4503(a)(1) and is a background development within the TIA. When that prior background development is then removed and replaced with the proposed development under the total traffic conditions it results in an improvement in the PM peak hour levels of service. Therefore, the approval of the proposed PPS results in an improvement in the levels of service as compared to the background conditions and there are no traffic impacts to mitigate.

Based on this information, and based on the guidance in the TRG, mitigation would not be necessary because the proposed development actually results in a better level of service than the current approved development.

### Level-of-Service Results

Morning Peak Hour	Existing LOS	Background LOS	Total LOS	Meets Adequacy?
1). MD 210 & MD 373 (Signalized)	C / 1163	C / 1242	C / 1258	Y
2). MD 373 & Dusty Ln (Unsignalized) Tier 1 - HCM Delay Test (sec.)	11.9 sec.	12.1 sec.	12.3 sec.	Y
3). MD 373 & Menk Rd (Unsignalized) Tier 1 - HCM Delay Test (sec.)	10.3 sec.	10.4 sec.	10.7 sec.	Y
4). MD 210 & MD 228 (Signalized)	A / 880	A / 969	A / 964	Y
5). MD 228 & Manning Rd (Signalized)	B / 1031	C / 1164	C / 1172	Y
6). Manning Rd & Caribbean Way/Site (Unsignalized) v/c ratio (SIDRA)	v/c = 0.060	v/c = 0.140	v/c = 0.254	Y
7). Manning Rd & Site Access (Unsignalized) Tier 1 - HCM Delay Test (sec.)	--	--	9.5 sec.	Y
8). Manning Rd & Site Access (Unsignalized) Tier 1 - HCM Delay Test (sec.)	--	--	9.4 sec.	Y
Evening Peak Hour	Existing LOS	Background LOS	Total LOS	Meets Adequacy?
1). MD 210 & MD 373 (Signalized)	E / 1481	F / 1608	E / 1592	N
2). MD 373 & Dusty Ln (Unsignalized) Tier 1 - HCM Delay Test (sec.)	17.1 sec.	19.3 sec.	17.9 sec.	Y
3). MD 373 & Menk Rd (Unsignalized) Tier 1 - HCM Delay Test (sec.)	13.5 sec.	14.7 sec.	14.5 sec.	Y
4). MD 210 & MD 228 (Signalized)	C / 1286	D / 1440	D / 1420	Y
5). MD 228 & Manning Rd (Signalized)	C / 1227	D / 1332	D / 1315	Y
6). Manning Rd & Caribbean Way/Site (Unsignalized) v/c ratio (SIDRA)	v/c = 0.055	v/c = 0.284	v/c = 0.209	Y
7). Manning Rd & Site Access (Unsignalized) Tier 1 - HCM Delay Test (sec.)	--	--	10.1 sec.	Y
8). Manning Rd & Site Access (Unsignalized) Tier 1 - HCM Delay Test (sec.)	--	--	9.4 sec.	Y

Thanks,  
Mike

**NOTE: We have moved as of May 1<sup>st</sup>. Please note the new address below.**

**Mike Lenhart, P.E., PTOE**  
President

Office: (410) 216-3333 (Ext. 1)  
Mobile: (410) 980-2367



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**From:** Daniels, Leah <[Leah.Daniels@ppd.mncppc.org](mailto:Leah.Daniels@ppd.mncppc.org)>

**Sent:** Wednesday, June 18, 2025 10:57 AM

**To:** mlenhart <[mlenhart@LENHARTTRAFFIC.COM](mailto:mlenhart@LENHARTTRAFFIC.COM)>

**Cc:** Huang, Te-sheng (Emery) <[Tesheng.Huang@ppd.mncppc.org](mailto:Tesheng.Huang@ppd.mncppc.org)>; Smith, Noelle <[Noelle.Smith@ppd.mncppc.org](mailto:Noelle.Smith@ppd.mncppc.org)>; Hancock, Crystal <[crystal.hancock@ppd.mncppc.org](mailto:crystal.hancock@ppd.mncppc.org)>

**Subject:** Signature Club Study Follow-Up

Good morning, Mike.

I'm writing to follow-up on the call you had with Noelle and Crystal. I would like to know the status of your write up and have a discussion regarding the results of your analysis.

*Kind regards,*

**Leah Daniels**

*Planner II | Countywide Planning Division*

*Hybrid Office: 301-952-3631 | [leah.daniels@ppd.mncppc.org](mailto:leah.daniels@ppd.mncppc.org)*



## RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Prince George's County Planning Board adopt the findings of this report and APPROVE Conceptual Site Plan CSP-23002, Type 1 Tree Conservation Plan TCP1-052-97-03, and a Variance to Section 25-122(b)(1)(G), for Signature Club East, subject to the following conditions:

1. Prior to certificate approval of the conceptual site plan, the following revisions shall be made, or information shall be provided:
  - a. Label the extent and limits of the ultimate right-of-way along the subject property's frontage of Manning Road East and MD 228 (Berry Road) on the plan.
  - b. Submit a revised digital copy and a single final hard copy of the Phase I Archeological Report of Lot 12 and Outparcel B that addresses all comments to Historic Preservation staff. Two hard copies and one digital copy of the final Phase I archaeological report shall also be submitted to the Maryland Historical Trust.
  - c. Add the location of potential bus stops, ~~bike share stations, or other infrastructure~~ to the plan showing that the subject development will promote optimum and effective use of transit, in accordance with Section 27-546(d) of the prior Prince George's County Zoning Ordinance.
  - d. Update the woodland conservation worksheet to show that the Outparcel B threshold requirement is 20 percent, in conformance with Condition 7 of Zoning Map Amendment A-9960-C.
2. At the time of detailed site plan, in accordance with the 2013 Approved Subregion 5 Master Plan, the 2009 Approved Countywide Master Plan of Transportation, and Section 27-274(a)(2)(C) of the prior Prince George's County Zoning Ordinance, the applicant and the applicant's heirs, successors, and/or assignees shall identify the following facilities on the site plans:
  - a. A minimum of 5-foot-wide sidewalks and associated Americans with Disabilities Act curb ramps along both sides of all internal roads, excluding alleys.
  - b. Provide a shared-use, dual route facility along the property frontages of Manning Road East and MD 228 (Berry Road), unless modified by the operating agency, in accordance with any Prince George's County Department of Public Works and Transportation adopted standards, or in accordance with a waiver to said standards approved pursuant to the provisions currently codified in Section 23-105(g)(1) of the Prince George's County Code, with written correspondence.
  - c. Continental style crosswalks at all vehicular access points and throughout the site where feasible.
  - d. ~~Provide~~ **Propose** long- and short-term bicycle parking within ~~each multifamily building structures located within the residential component~~, and short-term bicycle parking at the designated retail spaces.

CSP-23002

3. All internal paths/trails indicated on the site plan shall be a minimum of 6 feet wide and asphalt, in accordance with Condition 13 of Conceptual Site Plan CSP-99050.
4. Appropriate signage and pavement markings shall be provided to ensure safe pedestrian crossings at the MD 228 (Berry Road) and Manning Road East intersection.



ITEM 5 - OE1-C FLOWERS EMAIL (1 page)

**Parsons, James**

---

**From:** C. Flowers <all\_restored@msn.com>  
**Sent:** Monday, July 7, 2025 12:52 AM  
**To:** PPD-PGCPB  
**Subject:** Written Comment – CSP-23002: Signature Club East

**[EXTERNAL EMAIL]** Exercise caution when opening attachments, clicking links, or responding.

To the Prince George's County Planning Board,

My name is Charles H. Flowers IV, a long-standing resident and homeowner at 206 Manning Road East in Accokeek, Maryland.

I'm writing in opposition to the proposed development project identified as CSP-23002: Signature Club East.

While I recognize the need for continued county growth, the proposed addition of apartment-style density in this residential area would dramatically impact the peace, safety, and overall quality of life for existing homeowners.

We have already witnessed increased traffic and safety concerns with the recent townhouse additions. Introducing higher-density housing like apartments would only further strain infrastructure, reduce community stability, and attract short-term residency patterns that often lead to degradation of neighborhood cohesion.

I respectfully urge the Board to reconsider this development proposal and preserve the original intent and integrity of the community design. We want to feel safe, stable, and proud of the neighborhoods we call home.

Thank you for your time and consideration.

Sincerely,  
Charles H. Flowers IV  
206 Manning Road East  
Accokeek, MD 20607  
240-832-3900  
all\_restored@msn.com

ITEM 5 - OE2-OPPOSITION TO PROPOSED DEVELOPMENT OF LOT 12 & OUTPARCEL 2-COMMUNITY PETITION AND DOCUMENTS (8 pages)

**Parsons, James**

---

**From:** Tatiana Gomez <tatianaramirezrojas@gmail.com>  
**Sent:** Monday, July 7, 2025 12:12 PM  
**To:** PPD-PGCPB  
**Cc:** Tatiana Gomez  
**Subject:** Opposition to Proposed Development of Lot 12 and Outparcel B – Community Petition and Documents Attached  
**Attachments:** Signature club's signatures.pdf; Community Petition PG Board July 10.pdf

**[EXTERNAL EMAIL]** Exercise caution when opening attachments, clicking links, or responding.

**Dear Members of the Prince George's County Planning Board,**

I hope this message finds you well.

On behalf of the concerned residents of the Accokeek community, I am writing to formally submit our strong opposition to the proposed development of **Lot 12 and Outparcel B**, which includes the construction of **up to 300 multifamily dwelling units and 12,600 square feet of commercial/retail space** in a forested area of our neighborhood.

This proposed development raises serious concerns among residents due to its potential impacts on the **local ecosystem, traffic congestion, school overcrowding, and overall environmental sustainability**. The area in question is home to established wildlife, mature trees, and natural buffers that contribute to our community's character and quality of life.

**Attached to this email are the following documents** for your review and inclusion in the public record:

- Community Petition Opposing the Development
- Written Statements from Residents
- Supporting Documentation Outlining Environmental and Infrastructure Concerns

We respectfully request that these concerns be fully considered during the upcoming Planning Board meeting scheduled for **Wednesday, July 10 at 9:30 AM**. Many of us plan to attend and provide public comment in person, as we believe this issue directly affects the health, safety, and future of our community.

Thank you for your time and consideration.

Sincerely,  
**Tatiana Gomez**



# COMMUNITY PETITION TO STOP THE CONSTRUCTION OF 300 MULTIFAMILY DWELLING UNIT IN ACCOKEEK

To the Prince George's County Planning Board:

We, the undersigned residents of the Accokeek community, respectfully submit this petition in **strong opposition** to the proposed development of Lot 12 and Outparcel B, which includes up to **300 multifamily dwelling units and 12,600 square feet of commercial/retail space** in a forested area of our neighborhood.

This large-scale development is scheduled for review on **July 10, 2025, at 9:30 AM**, and we urge the Planning Board to **deny approval** based on the following critical concerns:

---

## 1. Environmental Destruction

This project would lead to the **permanent loss of one of Accokeek's last remaining forest ecosystems**, which currently supports diverse wildlife and native plant species. This green space provides essential ecological functions, including:

- Air purification
- Groundwater absorption
- Temperature regulation
- Natural stormwater management

Removing this forest would significantly impact the area's environmental health and accelerate climate-related risks.

---

## 2. Overdevelopment and Strain on Local Infrastructure

The addition of 300 high-density units and commercial space would:

- Overwhelm public infrastructure, including **schools, utilities, emergency services, and recreational areas**
- Erode the **semi-rural identity** of Accokeek by contributing to urban sprawl

- Disrupt the balanced, community-oriented land use currently valued by residents
- 

### 3. Traffic and Limited Road Access

This development would result in a dramatic increase in traffic on:

- **Route 210 (Indian Head Highway)**
- **Livingston Road**
- Narrow residential streets within existing neighborhoods

The area has **only one main access point**, which already experiences congestion. Increased vehicle volume would worsen:

- Commute delays
  - Emergency vehicle response times
  - Accident risk, especially at intersections and school bus stops
- 

### 4. Safety and Community Livability

Higher population density, combined with commercial activity, often correlates with:

- **Increased incidents of robbery, vandalism, and public disturbances**
- **Lack of adequate law enforcement** presence in high-growth areas
- **Noise, vulgarity, and loitering** near retail areas, especially when built adjacent to residential zones

Our community is concerned that these safety risks will rise significantly without new police resources or crime prevention strategies.

---



## Conclusion

We believe responsible development should:

- Preserve the environment
- Prioritize safety and infrastructure
- Reflect the voice of the community

We urge the Prince George's County Planning Board to **reject the current development proposal** and instead work with residents to create a sustainable, thoughtful vision for future growth in Accokeek.

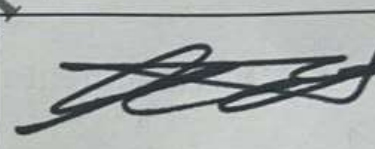
This petition will be formally presented at the Planning Board meeting on **July 10, 2025, at 9:30 AM.**

We, the undersigned, stand united in opposition to this development. We are committed to protecting the quality of life for residents and families in **Signature Club** and the **greater Accokeek area** of Prince George's County—by advocating for **responsible land use, safe and livable neighborhoods, and a healthy, sustainable environment for all.**

Name	Address	Email or Phone	Signature
Yasser & Christine (Brown) Ndam	16502 Caribbean Way	<a href="mailto:Brown5641@gmail.com">Brown5641@gmail.com</a>	Yasser Ndam & Christine Ndam
Trimikel Gause	16715 Tortola Drive	tgause4@yahoo.com	Trimikel D. Gause
Quayshawn and Maggie (Stinson) Hallenbeck	16407 Caribbean Way	Maggie.stinson8@gmail.com	Quayshawn Hallenbeck Maggie Stinson Hallenbeck
Racquel Brown	16208 Tortola Drive	Attorneyrbrown@gmail.com	Racquel Brown
Jonathan Miller	16519 Caribbean way	Jon.miller323@gmail.com	Jonathan Miller

Maria Woolery	16604 Tortola Dr	mariawoolery2000@gmail.com	Maria Woolery
Gale Harold	16405 Caribbean Way	gharold4@gmail.com	
Sabrina Lukas	305 Buccoo reef loop	sabrinadrawsand@gmail.com	Sabrina Lukas
Latasha Russell	16712 Tortola Drive		Latasha Russell
Stephanie Torres	16403 Caribbean Way	stephani.c.torres@gmail.com	Stephanie Torres
Kim D. Awkard-Tobias	16300 Tobago Way	kawkard24@gmail.com	Kim D. Awkard-Tobias
Nicole Thompkins	16300 Tortola Drive	nthompkins40@gmail.com	Nicole A. Thompkins
Brittney Braswell	203 Buccoo Reef Loop	brittney.m.braswell@gmail.com	<i>Brittney Braswell</i>
Robyn Braswell	313 Buccoo Reef Loop	rbraswell66@yahoo.com	Robyn Braswell
Pamela Decker	313 Southwind Drive	<a href="mailto:pdecker12@gmail.com">pdecker12@gmail.com</a>	PAMELA DECKER
D'Andrea Jacobs	16410 Tortola Drive	Dee.amber.jacobs@gmail.com	<i>D'Andrea Jacobs</i>
Cade DiCarlo and Catherine Cho	207 Buccoo Reef Loop	dicarlo.cho@gmail.com	<i>Cade DiCarlo Catherine Cho</i>
Jasmine Glenn	16622 Caribbean Way	jasmineg1992@yahoo.com	<i>Jasmine Glenn</i>
Darniece Howard	325 Southwind Dr	nina_howard@hotmail.com	<i>Darniece Howard</i>
Beth Turner	309 Wingfoot Ct	b.wilkinson.slp@gmail.com	<i>Beth Turner</i>
Carlito Martin	16602 Caribbean Way	martin.carlito95@gmail.com	Carlito Martin



Name	Address	Email or Phone	Signature
Tatiana Gomez	219 Buccoo Reef Loop Accokeek	tatianagomez.raj@gmail.com	Tatiana Gomez
Rence Brooks	307 Buccoo Reef Loop Accokeek		Rence Brooks
Alexander Gomez	219 Buccoo Reef Loop Accokeek MD 20607	e.alexandergomez@gmail.com	
Laura Sanchez R	219 BUCCOO Reef LP Accokeek, MD	lauramarina1401@gmail.com	Laura Sanchez R
Kianya Nwabi Joe Nwabi	217 Buccoo Reef Loop Accokeek MD	516 661 4369	KJ
Toy Turner	303 Buccoo Reef Loop Accokeek, MD	550-529-4633	Toy Turner
Mike White	304 Buccoo Reef Loop Accokeek	302 218 6075	Mike White
Raheem Scott	16306 Tobago way	Rgscott34@gmail	R Scott
Randy	16804 Tobago way	Randy.nicks@gmail.com	Randy
Shanequa & Jamel Hunt	306 Wingfoot CT		Shanequa & Jamel Hunt



## ITEM 5 - OE3-Signature Club East - Application #CSP-23002 Comments (17 pages)

I strongly oppose the proposed Signature Club East development (Applications CSP-23002 & TCP1-052-97-03) that would destroy 16.9 acres of mature forest for 300 apartment units and commercial space.

There are many reasons to be concerned about this development which are summarized at the end of this statement but I want to highlight the very serious issue of stormwater that has not received enough attention.

Intense rainfall events include a high amount of rainfall in a short amount of time and can cause loss of life and billions of dollars in damage. As we've unfortunately seen, the amount of intense rainfall events is increasing. We saw the devastation caused by Hurricane Helene in which many lost their homes and over 250 people have lost their lives. The recent flooding in Texas has cost over 100 people their lives.

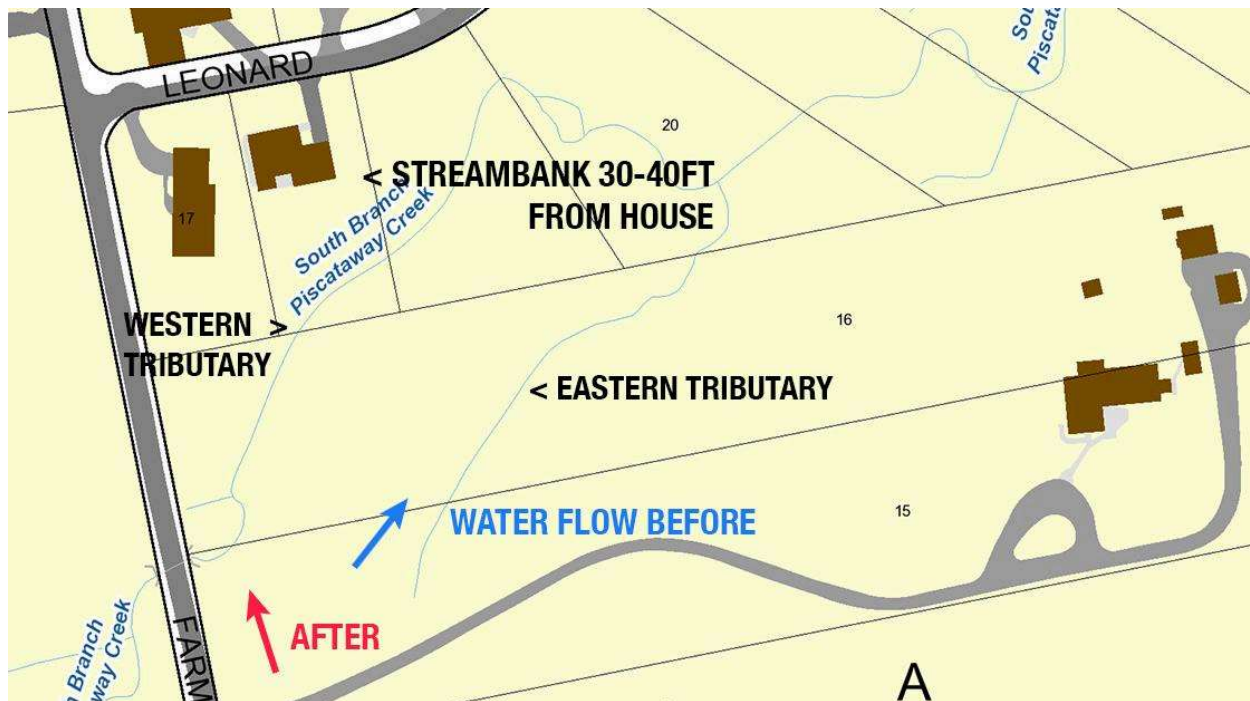
Particular attention to nature-based solutions and equity concerns is more important than ever. Stormwater plans do not seem to adequately address these intense rainfall events. I've lived in Accokeek for over 10 years and it is clear that the way the county is treating stormwater is not working, it is making the situation worse. Instead of effectively managing stormwater within development upstream, the county's solution is to redirect and push this water onto downstream homeowners. This causes property damage and threatens homes and lives downstream. The environmental impact is severe, the increased sediment and pollutants are pushed into our watershed, increasing the Total Maximum Daily Load (TMDL).

Below I want to highlight how the issue of stormwater is becoming worse in Accokeek with specific examples:

### **Farmington Creek Rd**

Starting in 2023, our only way in or out of our neighborhood has flooded during intense rain events. The Office of Storm Drain Management project in 2021 redirected water towards homes. Natural bioretention was removed, impervious surfaces were added, and the natural flow of water was redirected towards downstream homes. Downstream homeowners received no formal notice of this alteration. There are currently no solid plans for remediation for this devastation although we hope solid plans can be budgeted for in the future. Increased stormwater has caused property damage, a significant cliff that formed from streambank erosion is now only 30 feet from our home.

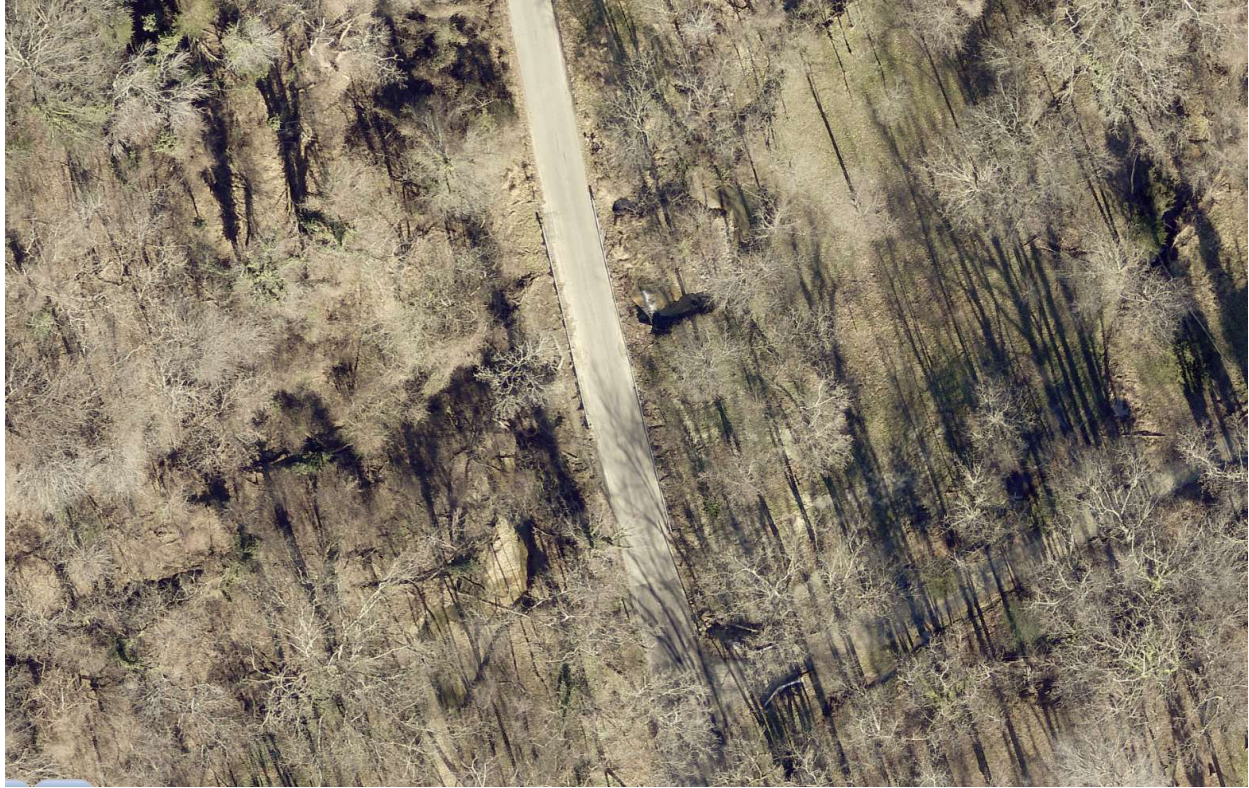
A substantial amount of water is being redirected towards our home after the 2021 Project on Farmington Creek Rd.



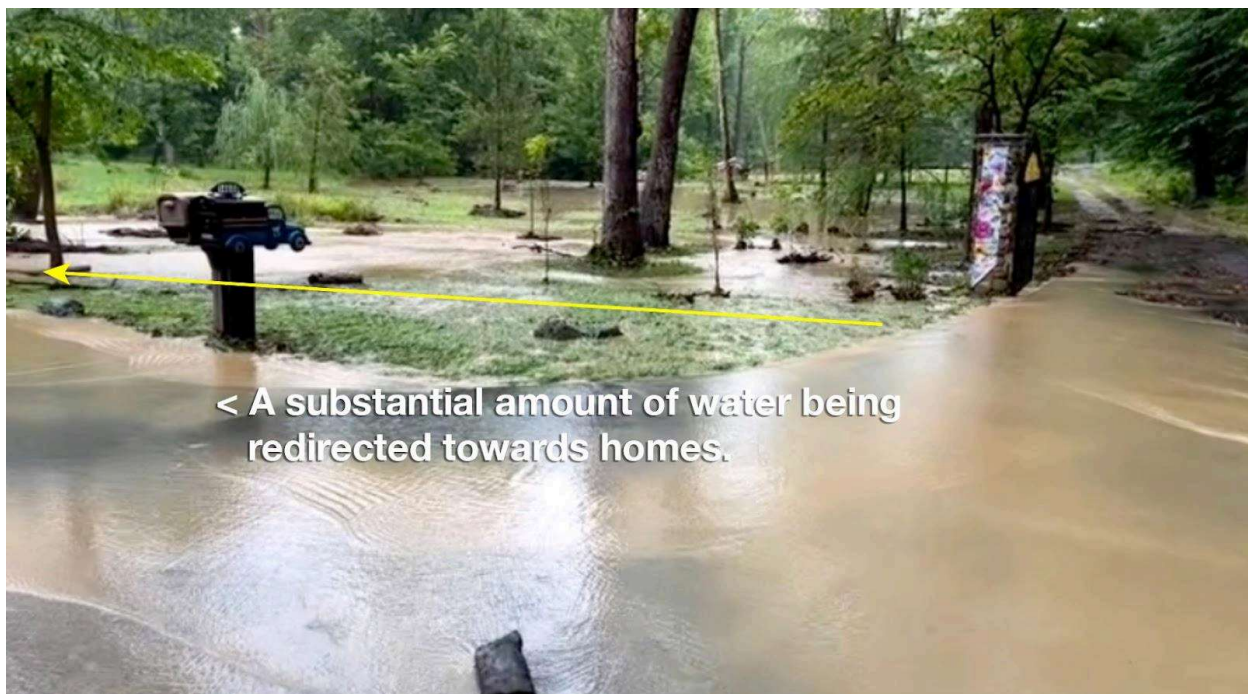


**Source: PGAtlas.com, 05/2022, after construction**





***Source: PGAtlas.com, 02/2021, before construction***





***Photo shows Farmington Creek Rd. A substantial amount of water is being redirected towards homes following the 2021 Project. Before the 2021 Project, all of this water would have flowed into the eastern tributary.***

## **07/06/2023 Flooding on Farmington Creek Rd**





## 06/15/2025 Flooding on Farmington Creek Rd

There is an increase in sediment compared to the 2023 example. It is notable that the Henrietta development is currently being constructed.



## **Henriette Dr development**

Ten large homes will be built within our stream's watershed near MD Route 210 on Henrietta Dr. The excess water will be directed into our stream. There are micro bioretention areas to hold a small amount of water but when we receive a large amount of rainfall, which is when the property damage happens, that excess water is routed towards "drainage". The "drainage" on the map is our stream. This development's runoff will cause even more property damage and issues downstream. See the information below about Berry and MD Route 210, we are seeing that current stormwater plans are not adequate and unable to deal with the amount of water that we are seeing. There is what appears to be an underutilized bioretention pond that will not collect this stormwater, instead it is being directed downstream where flooding is already occurring. [See link to view plans.](#)









**Stormwater plan that will direct stormwater from 10 large homes into our stream. Development is currently under construction.**

## 480, 490, 500 Bryan Point Rd development

Within our stream's watershed on Bryan Point Rd. 490 is currently being built and has the same issues we've seen during construction with exposed soil. There is an environmental easement along Bryan Point Rd that has already been violated as trees were cleared in three areas along the road that was not in the approved plan. I have seen the water reach as high as less than 5 feet away from the large beige house in the background of the photo below. After these homes are built the water will be pushed into our stream. Additionally, it has been reported that this is the site of a cemetery.



***Photo of 500 Bryan Point Rd on April 3, 2024. A large house will be built on this lot. I have witnessed the water within 5 feet of the back door of the existing house seen in this photo.***

### **380-420 Farmington Rd W**

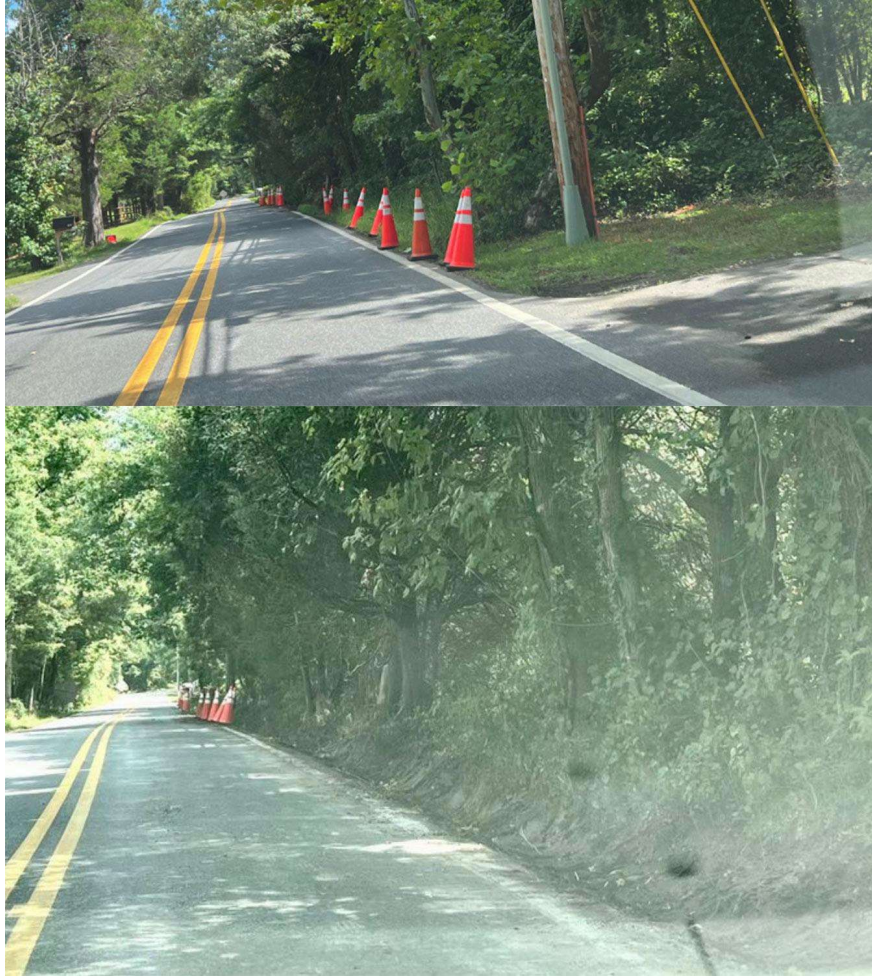
After deforestation, a culvert and swale were added under a private driveway during the Office of Storm Drain Maintenance project in 2021. A culvert was added under Farmington Rd W which drains directly into the stream that impacts us. These culverts/swales did not exist before.





***341 Farmington Rd W, upstream from Farmington Creek Rd work. A culvert and swale were installed under a private driveway and a culvert was installed under Farmington Rd W. Neither existed before. The culvert under Farmington Rd W diverts water directly into a stream tributary.***

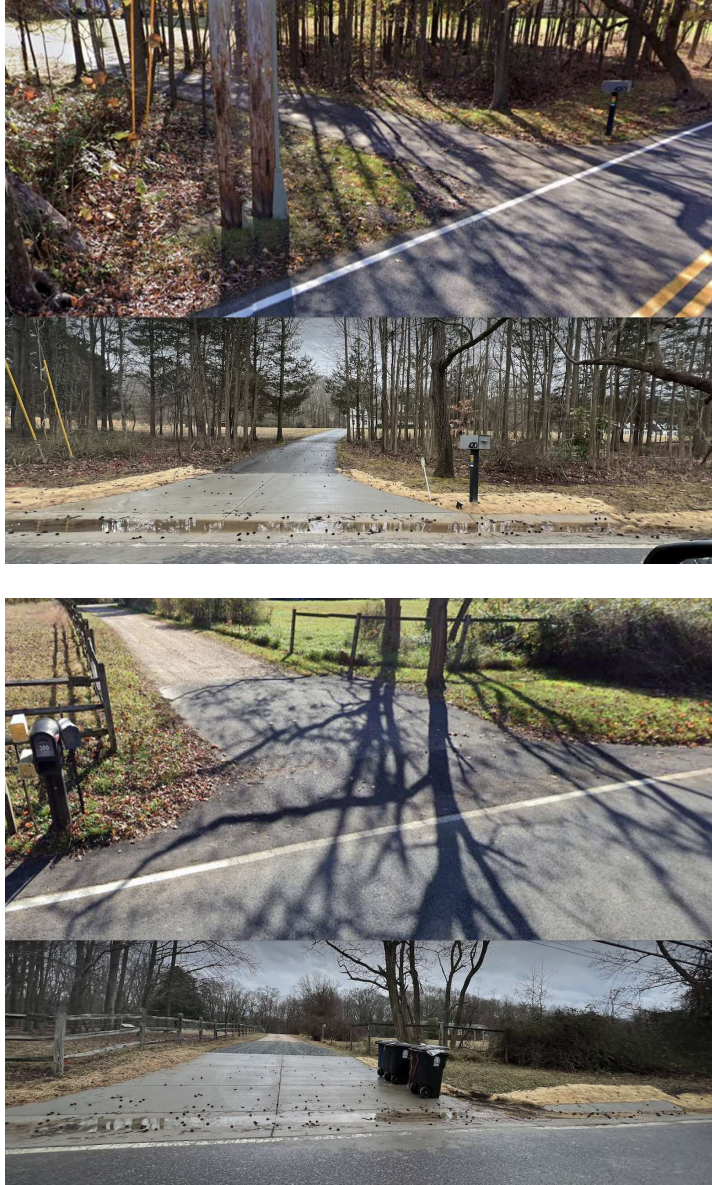
In August 2022, PG County dug a swale directly next to roadside trees, damaging their roots. A swale did not exist here previously.



***Swale that was installed in 2022, harming tree roots, while expediting water holding road pollutants into the stream.***

In January 2024, driveway aprons with trenches were installed. These were previously not there. There has not been an effort to capture this water before it enters the stream.





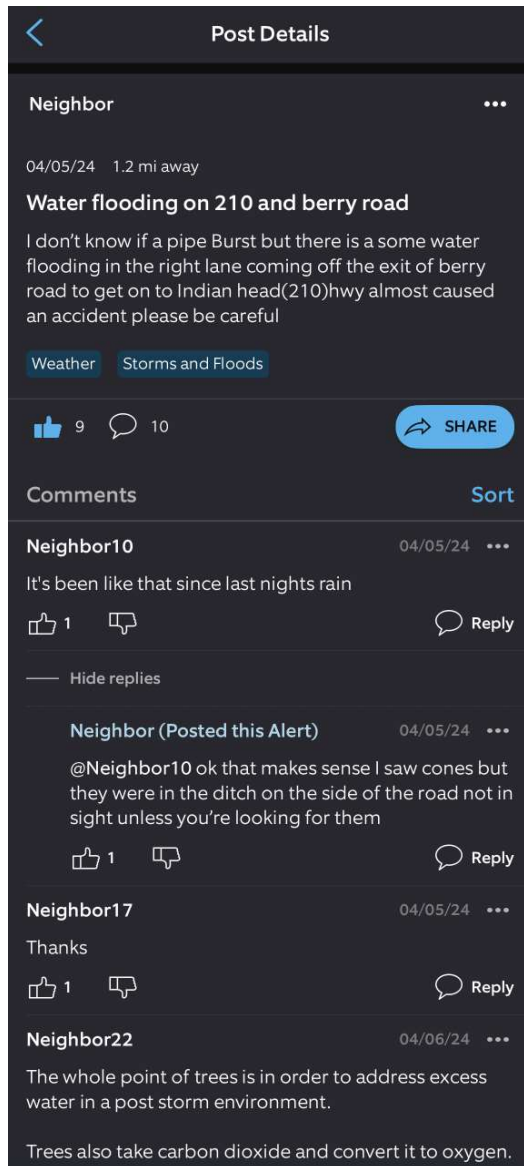
*Trenches that expedite water into the stream, 420-380 Farmington Rd W*

## Berry Rd and MD Route 210

Stormwater management plans for developments in our area are not effective. As evident from a relatively new development off of Berry Rd, near MD Route 210. This area was previously a large forest, now the road is flooding and creating a potentially deadly situation. PG County citizens recognize the importance of trees and stormwater, an anonymous user on the Neighbors app posted ***“The whole point of trees is in order to address excess water...”***



***Road flooding after a development was built creating a hazard for vehicles on Berry Rd and MD Route 210.***



***Post on Neighbors app about the dangerous situation created by inadequate stormwater plans.***

ADDITIONALLY, THIS DEVELOPMENT WILL:

- ✓ **WORSEN TRAFFIC DEATHS** - Add 600+ vehicles to Highway 210, already one of Maryland's most dangerous highways, without safety improvements
- ✓ **OVERCROWD OUR SCHOOLS** - Push more children into our already overcrowded K-8 school that remains over capacity despite the new Fort Washington school

✓ INCREASE FLOODING - Eliminate 456,000 gallons of natural stormwater absorption capacity, putting our homes and businesses at greater risk

✓ DESTROY WILDLIFE HABITAT - Eliminate irreplaceable habitat for native birds, deer, foxes, and pollinators

✓ WORSEN CLIMATE CHANGE - Remove trees that absorb 33.8 tons of CO<sub>2</sub> annually, contradicting the County's Climate Action Plan

✓ CREATE HEAT ISLANDS - Increase local temperatures by 5-9°F, threatening public health and increasing energy costs

✓ VIOLATE ENVIRONMENTAL LAWS - Fail to comply with Maryland's Forest Conservation Act and County woodland preservation requirements

WE THEREFORE DEMAND THAT:

1. The Planning Board DENY applications CSP-23002 and TCP1-052-97-03

2. If not denied, the Board must DEFER action until:

- A comprehensive Environmental Impact Statement is completed
- Alternative designs that preserve at least 50% of the forest are presented
- Adequate time for meaningful public review is provided
- Cumulative impacts with other area developments are assessed

3. The County prioritize sustainable development that:

- Preserves existing forests and green infrastructure
- Directs growth to already-developed areas
- Protects residents from flooding and heat impacts



- Maintains quality of life for current residents

OUR FORESTS ARE NOT EXPENDABLE. ONCE DESTROYED, THEY CANNOT BE REPLACED.

Our story in Accokeek is one example of this far reaching issue that impacts our entire county. It is our hope that prioritizing these issues will save homes, save lives, and save our environment.

Thank you for reading.

-Megan Crigger

# Exhibit D

























PRINCE GEORGE'S COUNTY PLANNING BOARD

\*

IN THE MATTER OF:

\*

Signature Club East

CSP-23002 and TCP1-052-97-03

\*

\* \* \* \* \*

**ENTRY OF APPEARANCE**

Alex Votaw, of the Law Office of G. Macy Nelson, LLC, hereby enters her  
appearance on behalf of the follow in opposition to CSP-23002 and TCP1-052-97-03:

Carolyn Keenan  
16801 Boot Hill Road  
Accokeek, MD 20607

Jordan Eberst  
16801 Boot Hill Road  
Accokeek, MD 20607

Respectfully submitted,



---

Alex Votaw, Esq.  
AIS No. 2112150190  
Law Office of G. Macy Nelson, LLC  
600 Washington Avenue, Suite 202  
Towson, Maryland 21204  
(410) 296-8166  
Email: alex@gmacynelson.com  
Attorney for Opponents

# Exhibit A

## MEMORANDUM

TO: Alex Votaw

FROM: Lawrence Green, PE, PTOE

DATE: July 7, 2025

SUBJECT: Traffic Impact Investigation for CSP-23002 Signature Club East

The purpose of this memorandum is to summarize a review of the traffic impacts related to the proposed Signature Club East project in Prince George's County. The proposed development will include 300 Mid-Rise Garden Apartments and 12,600 square feet of Fast-Food Restaurants with Drive-Thru.

Previously, a trip cap of 147 AM Peak Hour Trips and 524 PM Peak Hour Trips was established through Preliminary Plan of Subdivision (PPS) 4-01064. Based upon the proposed land uses of the Signature Club East, the site will exceed this trip cap. Therefore, a new finding of transportation adequacy must be shown for this development to be approved.

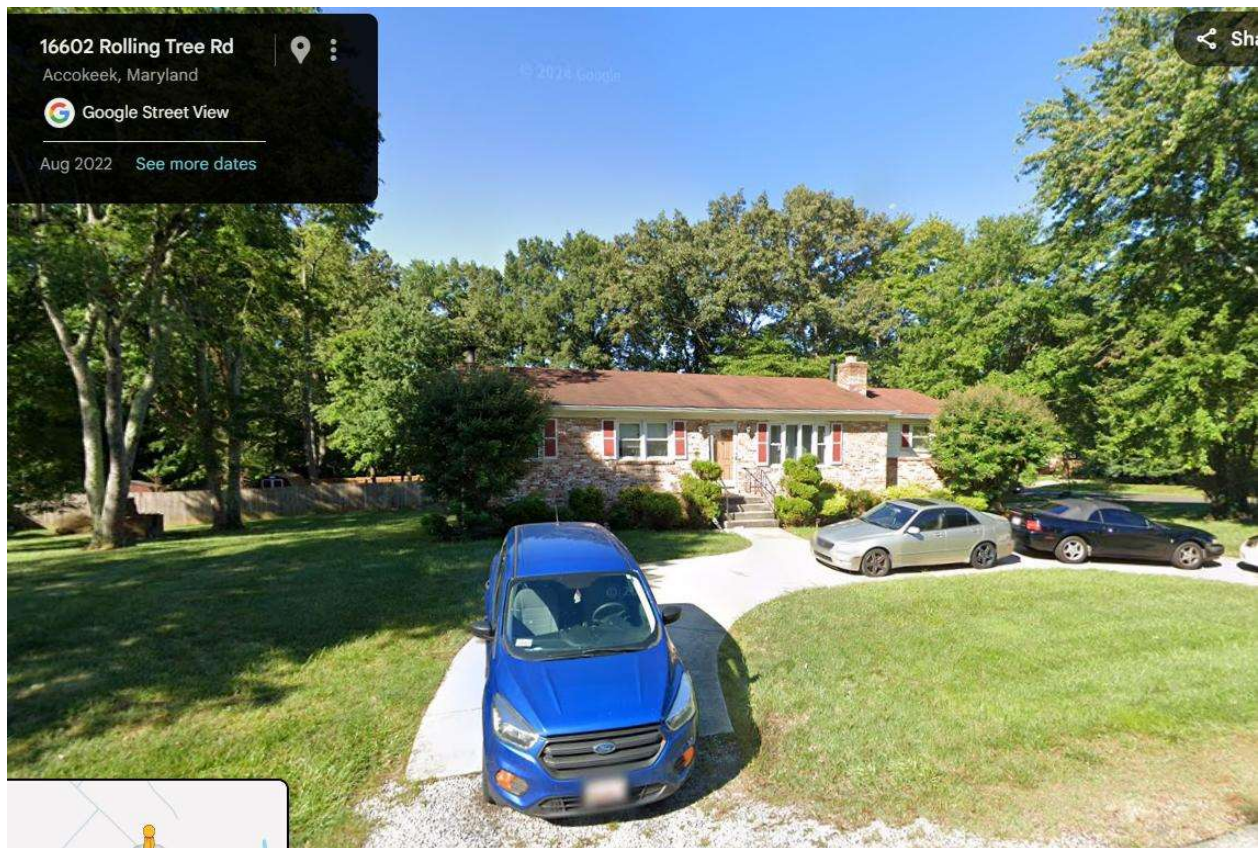
A traffic impact study dated May 23, 2025, was submitted with the CSP application. However, the traffic impact study report was not included in the CSP package. Nevertheless, the findings of the traffic report were summarized in the CSP staff report. The staff found that the Signature Club East development will negatively impact the MD 210 at MD 373 intersection. However, the May 23, 2025, traffic impact study did not propose any transportation mitigation measures to address the negative site traffic impacts at the MD 210 at MD 373 intersection. The staff recommended that a new traffic impact study be prepared at the time of PPS and include mitigation measures to address the negative site traffic impacts at the MD 210 at MD 373 intersection.

A traffic impact study was recently prepared on May 25, 2025, that excluded necessary mitigation measures at the MD 210 at MD 373 intersection. If there were transportation improvements that the applicant desired to propose to address the negative site traffic impacts at this intersection, it would seem logical that the applicant would have proposed the improvements in the May 25, 2025, study. However, the applicant chose not to propose any mitigation measures to address this requirement. A new traffic study will only show the same negative site traffic impact at the MD 210 at MD 373 intersection. It does not seem to be prudent to ignore this issue now given that the applicant just prepared a traffic study to determine the site traffic impacts.

# Exhibit B



Images of the Existing Development in the Vicinity of 340 E. Manning Road, Accokeek, MD 20607







**\$760,000**

17305 Will Ct, Accokeek, MD 20607

**5**  
beds

**5**  
baths

**5,937**  
sqft

[Claim home](#)



Price cut: \$10K (5/26)

**\$515,000**

16501 Tortola Dr, Accokeek, MD 20607

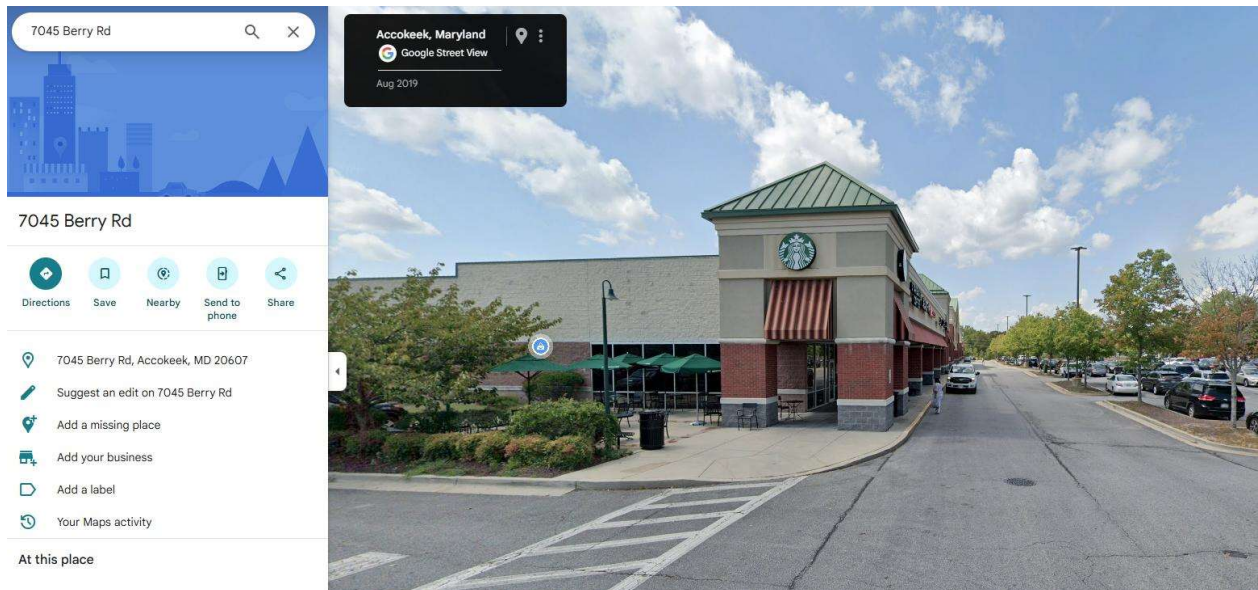
**3**  
beds

**4**  
baths

**3,034**  
sqft

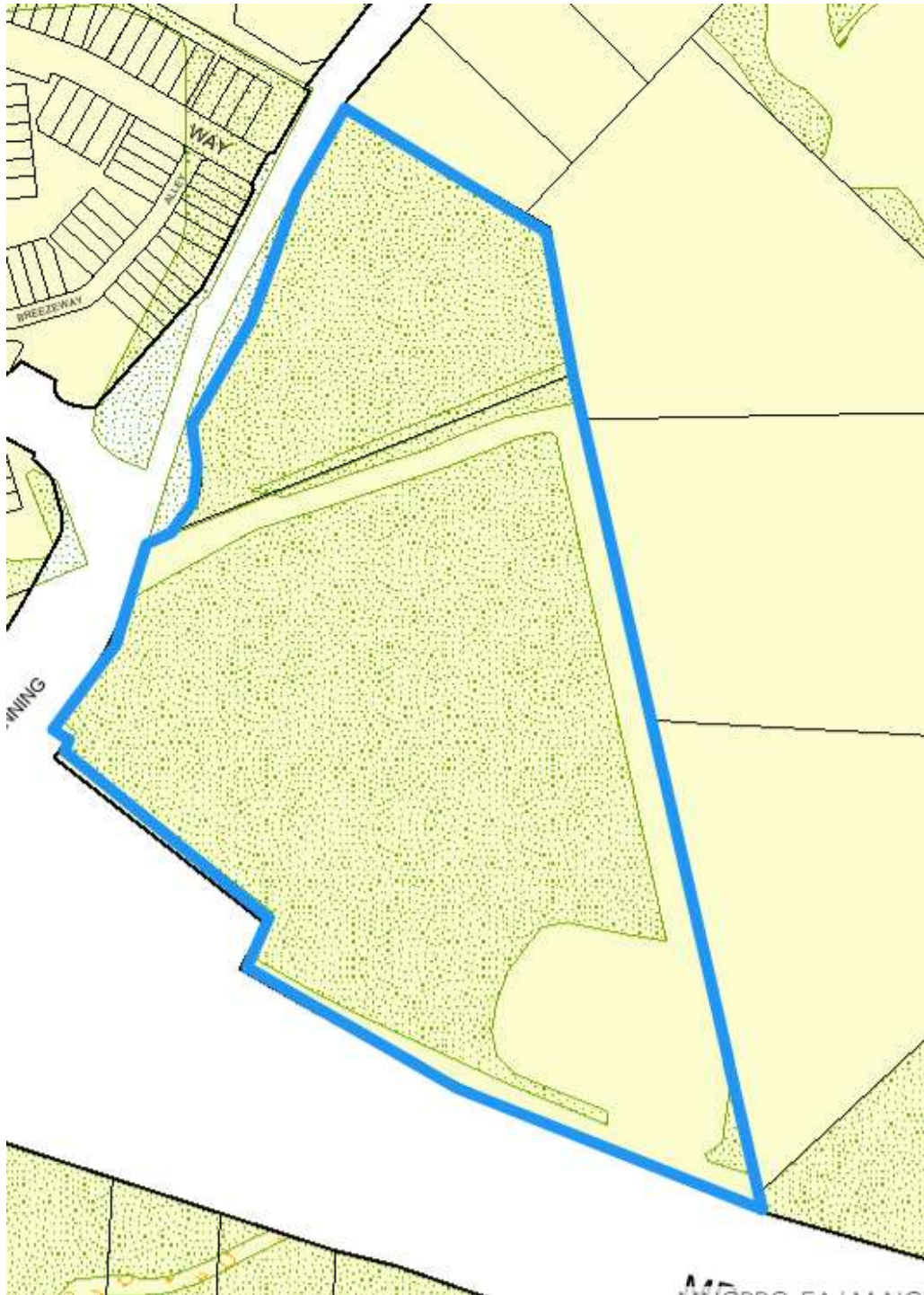
[Request a tour](#)  
as early as today at 12:30 pm





# Exhibit C





PRINCE GEORGE’S COUNTY PLANNING BOARD

\*

IN THE MATTER OF:

\*

Signature Club East  
340 E. Manning Road  
Accokeek, MD 20607

CSP-23002 and TCP1-052-97-03

\*

\* \* \* \* \*

**OPPONENTS’ ARGUMENTS**

Carolyn Keenan and Jordan Eberst (“Citizen-Opponents”), by and through their attorney, Alex Votaw, oppose CSP-23002 and TCP1-052-97-03. The Planning Board must deny CSP-23002 for the Signature Club East development on 340 E. Manning Road, Accokeek, MD 20607 (“Subject Property”) because, as a threshold matter, the proposed development is not eligible to be reviewed under the Prince George’s County Prior Zoning Ordinance (“PZO”). Additionally, the application does not comply with the requirements under the PZO Section 27-546 or Section 27-548 and the application fails to comply with prior conditions of approval. Additionally, the Planning Board must deny TCP1-052-97-03 because the application illegally disturbs and existing forest retention area and fails to satisfy the requirements under the Prince George’s County Code (“PGCC”) Subtitle 25.

**I. The Planning Board must deny CSP-23002.**

**1. CSP-23002 is not eligible for review under the PZO.**

The transitional provisions of the current Zoning Ordinance (“ZO”) describe two scenarios in which an applicant can apply for a development approval under the PZO—applications pending prior to the effective date of the ZO (meaning applications pending prior to April 1, 2022), *see* ZO Section 27-1703, or applications for projects which received

development or permit approval under the provisions of the prior zoning ordinance. *See* ZO Section 27-1704.

When an applicant elects to have a development reviewed under ZO Section 27-1704, there are certain limitations including a prohibition on the amendment of a CSP to increase the land area subject to such approval. ZO § 27-1704(a).

Here, the Applicant has elected to have its development, CSP-23002, reviewed under ZO Section 27-1704. The Applicant alleges that, under ZO Section 27-1704, the Applicant is eligible to submit CSP-23002 under the PZO because the proposed development on the Subject Property received development approval under the PZO. The Applicant is therefore also subject to the prohibition on the amendments of a CSP to increase the land area subject to the prior approval. *See* ZO § 27-1704(a).

However, Technical Staff described that the prior development approval the applicant is relying on to qualify under ZO Section 27-1704 is CSP-99050 which consisted of three development areas—on of which (called “Pod 3”) consists of what is not Lot 12. CSP-99050 did not include Outparcel B. Staff Report p. 5. However, the proposed development here, CSP-23002, includes both Lot 12 (formerly known as “Pod 3”) *and* Outparcel B. Staff Report 5. Thus, CSP-23002 attempts to increase the land area subject to the prior approval the Applicant relies on to qualify for review under the PZO.

As a threshold matter, this is not permitted by the ZO Section 27-1704. The transitional provisions allow an applicant to submit a development application under the PZO only when the land included in the new application was subject to a previous

development approval. However, the transitional provisions do not allow an applicant to submit a development application under the PZO when only part of the land included in the new application was subject to the previous development approval the applicant relies on. As previously explained, the Applicant's development proposal here (CSP-23002) includes two tracts of land that were not subject to the same previous development approval.

Therefore, as a threshold matter, the Planning Board must deny CSP-23002 because it effectively attempts to increase the land subject to the prior CSP and therefore is not eligible for review under the PZO. *See* ZO § 27-1704(a).

## **2. CSP-23002 will exceed the capacity of transportation facilities.**

To approve a CSP application, the Planning Board is legally obligated to make a finding that:

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.

PZO § 27-546(d)(9); *see also* PZO § 27-546(b)(8).

The Planning Board is legally obligated to make this finding *before* the Planning Board approves (or approves with conditions) the CSP application. Where an applicant has



not provided sufficient information to demonstrate that the transportation facilities will be adequate to carry the anticipated traffic, the Planning Board is legally obligated to deny the application. *See* PZO § 27-546(d)(9).

Here, the Staff Report states unequivocally that the intersection of MD 210 and MD 373 will not be adequate to carry the anticipated traffic for CSP-23002. Staff Report p. 21. Moreover, Staff found that “the traffic impact study does not provide a mitigation strategy at this time.” Staff Report 21.

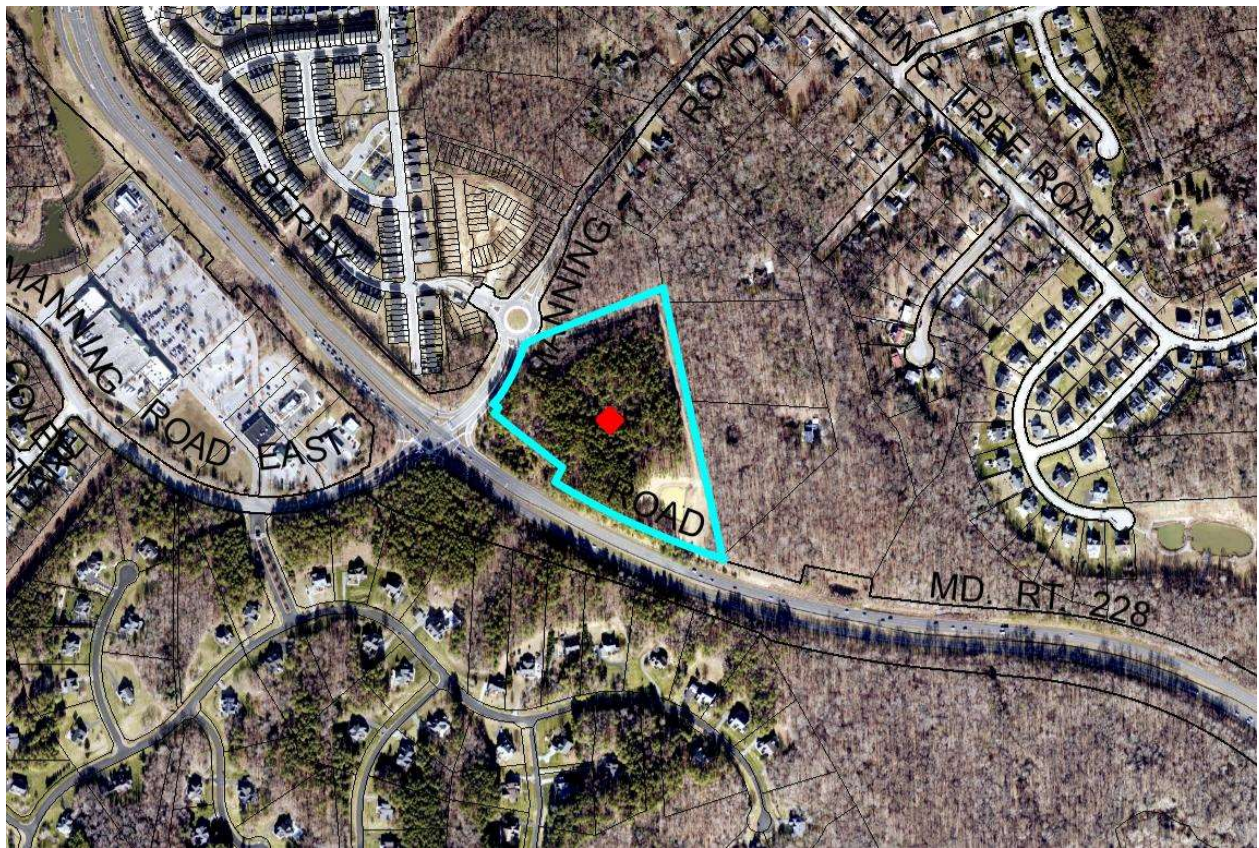
Because traffic adequacy is a required finding at the CSP stage, the Planning Board would exceed its authority if it approved CSP-23002 on the condition that the Applicant demonstrate adequacy at a later stage. Moreover, as Lawrence Green, a professional Traffic Engineer, explains in his report, “the applicant chose not to propose any mitigation measures to address this requirement” and a “new traffic study will only show the same negative site traffic impact at the MD 210 at MD 373 intersection.” Lawrence Green Report (provided as Exhibit A). Thus, “it does not seem to be prudent to ignore this issue now given that the applicant just prepared a traffic study to determine the site traffic impacts.” Exhibit A.

Therefore, the Planning Board must deny CSP-23002 on this ground alone.

**3. CSP-23002 is not compatible with the existing and proposed development in the vicinity.**

To approve a CSP application, the Planning Board is legally obligated to make a finding that “the proposed development is compatible with existing and proposed

development in the vicinity.” *See* PZO § 27-546(d)(4). Here, the proposed development includes five-story apartment buildings, but none of the existing or proposed development in the vicinity has five stories. As demonstrated by the screenshot from PGAtlas below (where the Subject Property is outlined in blue), the development to the north, east, and south of the subject property consists of single-family houses, the development northwest of the Subject Property consists of single-family houses and townhouse, and the development southwest of the Subject Property consists of a shopping center.



Images from Google Maps street view and Zillow (provided as Exhibit B) demonstrate that the single-family houses to the north, east, and south of the subject property are between one and three stories. An image from Zillow also demonstrates that

the townhouses to the west of the Subject Property are no more than three stories. *See* Exhibit B. Additionally, images from Google Maps street view demonstrate that the commercial development in the vicinity of the Subject Property is only one story. *See* Exhibit B.

Although the M-X-T zone may allow five story developments generally, PZO Section 27-546(d)(4) makes clear that developments of that scale are only permitted when they are compatible with the other developments in the area. Where an area has significantly smaller sized development, the Planning Board cannot, and should not, approve an M-X-T development that is substantially larger in size and scale.

As demonstrated by Exhibit B, no development in the vicinity of the Subject Property consists of five stories. Therefore, the Planning Board must either deny CSP-23002 because it is not compatible with the development in the vicinity, or approve CSP-23002 on the condition that the proposed development will not exceed three stories.

**4. CSP-23002 does not comply with prior conditions of approval nor does it provide adequate landscape buffering.**

The transitional provisions under the ZO provide that “property which was in the M-X-T Zone may proceed to develop in accordance with the standards and procedures of the prior Zoning Ordinance and this Section, subject to the terms and conditions of the development approvals it has received.” ZO § 27-1704(k).

Here, the Applicant has elected to have CSP-23002 reviewed under the standards and procedures of the Prior Zoning Ordinance. Staff Report p. 3. Therefore, CSP-23002

must comply with the terms and conditions of prior development approvals applicable to the Subject Property. *See* ZO § 27-1704(k).

CSP-99050 imposed certain conditions on the Subject Property including a requirement that Lot 12 (previously identified as “Pod 3”) include a minimum of 10,000 square feet of office space. Backup p. 100. Here, the Applicant’s proposed development on Lot 12 does not include any office space.

CSP-99050 also required that the interior parking areas on Lot 12 “shall exceed the requirements of Sections 4.3a and 4.2a, of the *Landscape Manual* in terms of plant quantities by no less than 25 percent” and required that “perimeter landscaping/screening of all development pods shall exceed the requirements of Section 4.3a and 4.2a, of the *Landscape Manual* in terms of width and plant quantities by no less than 100 percent.” Backup 112. The Applicant presented no evidence demonstrating that it complied with these requirements and Technical Staff found that “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.” Staff Report p. 10.

Therefore, the Planning Board cannot, and should not, approve CSP-23002 because the Applicant failed to satisfy the prior conditions of approval and failed to provide adequate landscape buffering.

## **II. The Planning Board must deny TCP1-052-97-03.**

### **1. TCP1-052-97-03 fails to account for existing forest retention areas on the Subject Property.**



The Subject Property contains two woodland conservation areas as demonstrated by Exhibit C which contains a screenshot from PGAtlas with the “Woodland Conservation Area” layer indicated by green dotted areas and the Subject Property outlined in blue. The retention areas are also demarcated on the Subject Property via signs that appear to have been removed recently. *See* Images of Retention Area signs (provided as Exhibit D). In line with that, DSP-04063-04 and TCPII-039-01-02, which covered Pod 2 (now identified as Parcel 11) and Pod 3 (now identified as Parcel 12), describe that the applicant would provide 12.25 acres of on-site woodland preservation. Parcel 11 is now fully developed and does not include 12.25 acres of on-site woodland preservation. Thus, the 12.25 acres of on-site woodland preservation described in DSP-04063 and TCPII-039-01-02 is likely the woodland conservation area depicted on the Subject Property on PGAtlas.

The Applicant’s TCP does not account for the removal of these woodland conservation areas and therefore must be denied by the Planning Board for this reason alone.

## **2. TCP1-052-97-03 fails to provide adequate onsite preservation.**

The Environmental Technical Manual PGCC Subtitle 25 requires the Applicant to demonstrate that it has exhausted all onsite conservation techniques before being approved for off-site woodland conservation. The Applicant provided no explanation to describe how it exhausted onsite conservation techniques before requesting to satisfy its woodland conservation threshold via only off-site woodland conservation.

Therefore, the Planning Board must deny TCP1-052-97-03.

**3. TCP1-052-97-03 is not eligible for the grandfathering provisions of the PGCC Subtitle 25.**

The Technical Staff described that although the TCP1 was accepted for review prior to July 1, 2024, the case was then put on hold “due to an applicant change.” Staff Report 31. The version of the TCP1 and CSP before the Planning Board today was not accepted until April 30, 2025—almost a full year after the grandfathering cutoff date.

For this reason, the Planning Board must deny TCP1-052-97-03 and require that the application be reviewed under the current version of PGCC Subtitle 25.

**4. TCP1-052-97-03 was not posted online.**

The Planning Board should deny TCP1-052-97-03 because Technical Staff failed to provide a copy of TCP1-052-97-03 to the public in advance of the hearing as it was not included in the Backup.

**5. The Applicant does not satisfy the requirements for a variance under PGCC Section 25-119(d).**

The Applicant’s variance request does not satisfy any of the requirements of PGCC Section 25-119(d) other than criteria (E). For example, Criteria (A) requires the applicant to demonstrate that there are special conditions that are “peculiar” to the Subject Property. The proposed development is not and cannot be a condition peculiar to the Subject Property. However, neither Technical Staff nor the Applicant identified any conditions peculiar to the Subject Property. The Applicant must also demonstrate that the need for the variance is more than a mere convenience and the property cannot be developed without the variance requested. The fact that other developments have received variance approvals

does not satisfy criteria (B) or (C). The Applicant's neglect of the Subject Property which allowed the growth of specimen trees is a self-created hardship. Lastly, the Applicant has not provided any evidence to demonstrate that the proposed development will not adversely affect water quality—the Applicant does not even have an approved stormwater management plan.

### **CONCLUSION**

Citizen-Opponents reserve the right to raise additional issues. To the extent that any portion of this proposed development fails to satisfy any requirements of the applicable law, the Planning Board must deny the proposed development.

For all of these reasons, Citizen-Opponents respectfully request that the Planning Board deny CSP-23002 and TCP1-052-97-03.

Respectfully Submitted,



Alex Votaw  
AIS No. 2112150190  
Law Office of G. Macy Nelson, LLC  
600 Washington Avenue, Suite 202  
Towson, Maryland 21204  
(410) 296-8166  
Email: alex@gmacynelson.com  
Attorney for Opponents

**Parsons, James**

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**From:** ranadotson@yahoo.com  
**Sent:** Tuesday, July 8, 2025 11:58 AM  
**To:** PPD-PGCPB  
**Cc:** Council District 9  
**Subject:** OPPOSITION to Applications CSP-23002 & TCP1-052-97-03 - Signature Club East Development  
**Attachments:** ATTACHMENT 1- OPPOSITION STATEMENT.PDF; Attachment 2\_ DEVELOPER ALERT- SIGNATURE 2016 RESIDENTIAL LLC.PDF

**[EXTERNAL EMAIL]** Exercise caution when opening attachments, clicking links, or responding.

Dear Planning Board Members:

I am submitting this written testimony in OPPOSITION to the above-referenced applications scheduled for hearing on July 10, 2025.

Attached and below please find:

1. Detailed Opposition Statement with Legal Arguments
2. Fact Sheet: Developer Infrastructure Failures (Bell v. Caruso Homes Lawsuit)
3. Environmental Impact Analysis
4. Traffic Safety and School Overcrowding Documentation

I will also be speaking at the public hearing and respectfully request that you review these materials prior to making your decision.

Sincerely,

Rana Dotson  
Accokeek Resident

ATTACHMENT 3: ENVIRONMENTAL IMPACT SUMMARY

Forest Loss Impacts (estimated):



Carbon Sequestration Loss:

- 33.8 tons CO<sub>2</sub>/year absorbed by 16.9 acres
- Over 20 years: 676 tons of CO<sub>2</sub>
- Source: USDA Forest Service, FAO standards

Stormwater Absorption Loss:

- 27,000 gallons per acre per inch of rain
- 16.9 acres = 456,000 gallons capacity lost
- Source: Penn State Extension, EPA studies

Temperature Increase:

- Up to 9 degrees F increase without tree cover
- Worsens heat island effect
- Source: EPA Heat Island studies

Air Quality Degradation:

- 27 pounds pollutants/acre/year
- 16.9 acres = 456 pounds annually
- Source: USDA Forest Service

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ATTACHMENT 4: CRITICAL QUESTIONS REQUIRING ANSWERS

1. Has the Board reviewed the federal lawsuit against this developer for infrastructure failures?
2. What specific assurances protect residents from sewage failures like those at Signature Club?
3. How can adequate public facilities be certified when schools are at 130% capacity?
4. What financial bonds will protect taxpayers if infrastructure fails?
5. Has DPIE inspected the developer's existing infrastructure?
6. Will the developer be required to disclose the lawsuit to potential buyers?

7. What enforcement mechanisms ensure compliance with conditions?
8. How does destroying 16.9 acres of forest comply with the Climate Action Plan?
9. What are the cumulative impacts with other approved developments?
10. Would Board members purchase a home from this developer given their track record?

## ATTACHMENT 1: OPPOSITION STATEMENT

### Summary of Opposition

I strongly oppose the Signature Club East development for the following documented reasons:

1. Developer's Proven Infrastructure Failures
2. Violations of Environmental Laws
3. Inadequate Public Facilities
4. Public Safety Hazards
5. Irreversible Environmental Damage

#### 1. Developer's Documented Failure at Existing Development

Signature 2016 Residential LLC is currently defending a federal class action lawsuit (Bell et al. v. Caruso Homes, Inc. et al., Case No. 8:24-cv-00157, filed January 17, 2024) for catastrophic infrastructure failures at their existing Signature Club development.

#### Documented Failures Include:

- Sewage backing up into residents' homes since Summer 2021 (ongoing for 2+ years)
- Failure to install WSSC-required alarm systems on sewer valves
- False representations about backup prevention devices
- Construction debris left in wastewater lines
- Noxious odors emitted "every few minutes" from pump station

Critical Question: How can this Board approve 300 additional units for a developer who has proven incapable of managing basic infrastructure for their current development?

#### 2. Forest Conservation Act Violations

The proposed Tree Conservation Plan Amendment (TCP1-052-97-03) fails to comply with:

- Maryland Forest Conservation Act (Natural Resources Article, §5-1601 et seq.)
- Prince George's County Code, Subtitle 25, Division 2
- Minimum forest retention requirements
- On-site conservation priorities

#### Environmental Impact:

- Loss of 16.9 acres of mature forest
- Elimination of 456,000 gallons of stormwater absorption capacity
- Loss of 33.8 tons of annual CO2 sequestration
- Destruction of wildlife habitat

### 3. Adequate Public Facilities Violations

Schools: The K-8 school serving Accokeek residents has been significantly overcrowded. Despite the opening of a new school in Fort Washington intended to relieve overcrowding, enrollment capacity has been strained. Adding 300 multifamily units would exacerbate this crisis.

Roads: Highway 210 is documented as one of Maryland's most dangerous highways. Adding hundreds more vehicles without safety improvements violates public safety requirements.

Sewer/Water: Given the developer's proven failures with sewage infrastructure, adequate facilities cannot be certified.

### 4. Comprehensive Plan Inconsistencies

This development contradicts:

- Plan Prince George's 2035 environmental protection goals
- County Climate Action Plan
- Green Infrastructure Plan
- Smart growth principles

### 5. Stormwater Management Concerns

The removal of 16.9 acres of forest that currently absorbs 456,000 gallons of stormwater is particularly concerning given:

- The developer's documented infrastructure failures
- Increased flooding risks to downstream properties
- Violations of Environmental Site

Design requirements

This developer has demonstrated they cannot be trusted with our community's health, safety, and environment. The Planning Board must DENY these applications or, at minimum, defer action until:

1. The federal lawsuit regarding infrastructure failures is resolved
2. A comprehensive Environmental Impact Statement is completed
3. Alternative designs preserving substantial forest are presented
4. The developer provides proof of competence and financial assurances

I urge you to protect our community by denying this application.



## DEVELOPER ALERT: SIGNATURE 2016 RESIDENTIAL LLC Currently Being Sued for Catastrophic Sewage System Failures

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THE LAWSUIT: Bell et al. v. Caruso Homes, Inc. et al.  
Filed: January 17, 2024  
Case No: 8:24-cv-00157  
Court: U.S. District Court, Maryland

THE SAME DEVELOPER ASKING TO BUILD 300 NEW UNITS IS BEING SUED FOR:

### WHAT HAPPENED AT SIGNATURE CLUB (EXISTING DEVELOPMENT)

#### Timeline of Failure:

- 2016: Developer takes over project with existing pump station
- 2016-2021: Builds 312 homes WITHOUT upgrading sewage capacity
- Summer 2021: Sewage disasters begin - and continue TODAY
- January 2024: Class action lawsuit filed

#### What Residents Are Experiencing:

- RAW SEWAGE backing up into homes
- FLOODING of yards and driveways with wastewater
- NOXIOUS ODORS emitted "every few minutes" from pump station
- PROPERTY DAMAGE requiring expensive remediation
- HEALTH HAZARDS from exposure to sewage

### DEVELOPER'S DOCUMENTED FAILURES

#### 1. IGNORED SAFETY REQUIREMENTS

- WSSC directed: Install alarms on ALL sewer valves
- Developer's response: Didn't install them

#### 2. LIED ABOUT SAFETY FEATURES

- Told WSSC: Backup prevention devices installed
- Reality: Devices missing or improperly installed

#### 3. POOR CONSTRUCTION QUALITY

- Construction debris found IN sewer lines
- Loose couplings throughout system
- Deformed wastewater lines

#### 4. BLAMED THE VICTIMS

- Instead of fixing: Blamed residents for "flushing improper materials"
- No evidence residents caused the problems

#### 5. KNEW BUT HID PROBLEMS

- Lawsuit alleges: Developer KNEW system was inadequate
- Failed to warn homebuyers before purchase

#### LEGAL IMPLICATIONS

Residents Seeking Damages For:

- Property damage and repairs
- Loss of property value
- Increased insurance premiums
- Overbilling for failed services
- Pain and suffering from living conditions

Named Defendants Include:

- Signature 2016 Residential, LLC (the applicant for new development)
- Caruso Homes / Caruso Signature Club Mgt
- Multiple engineering and design firms

#### CRITICAL QUESTIONS FOR PLANNING BOARD

1. Has the County reviewed this developer's ongoing litigation?
2. What assurances exist that the new development won't have similar failures?
3. Why approve 300 MORE units for a developer who can't handle their current infrastructure?
4. Who will be liable when (not if) infrastructure fails at the new development?
5. How can adequate public facilities be certified when this developer has proven inadequate facility management?

#### THE BOTTOM LINE

Would YOU buy a home from a developer being sued for sewage failures?

Should Prince George's County approve 300 more units from this developer?

The answer to both questions should be NO.

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Sources: Bell et al. v. Caruso Homes, Inc. et al., Case No. 8:24-cv-00157 (D. Md. Jan. 17, 2024); ClassAction.org reporting

For Full Details: Visit [ClassAction.org](https://www.classaction.org) and search "Signature Club sewage"

PGCPB Agenda: July 10, 2025

PGCPB Item #: #5

Application: CSP-23002 Signature Club East

Reviewer Name: Te-Sheng (Emery) Haung

## STAFF'S EXHIBIT

### PROPOSED REVISIONS TO STAFF REPORT

The Applicant proposes all new language **bold underlined in blue** and all deleted language *italicized stricken-through in red*.

Page 32 of the published technical staff report

Previously approved TCPs showed and accounted for all the on-site woodlands within the subject application area as being removed with the future developments. The developed phases of this development met their woodland conservation requirement with off-site woodland conservation at the time of the first permit. The previously approved tree conservation plans proposed that the off-site woodland conservation requirement for Outparcel B and Lot 12 were to be met at the time of the first permit. *According to The Maryland-National Capital Park and Planning Commission woodland records, the requirement of 7.19 acres of off-site woodland conservation was not met with the first permit utilizing Type 2 Tree Conservation Plan TCP2-039-01-03. The prior Outparcel B off-site woodland conservation requirement of 1.78 acres is required as part of this application.* Before the issuance of the first permit for this application, the applicant must provide ~~the entire 8.79~~ **1.78** acres of off-site woodland conservation.



## Person of Record Request

Person of Record at Prince George's County Planning Board Meeting Date: 07/10/25

Application Number: CSP-23002 Agenda Item Number 5

**Please Note:** Completing this form is a written request to become a person of record and receive a copy of the resolution. Please ensure that the form is completed in its entirety.

### Please Print Legibly

Name: Tatiana Gomez Telephone Number: 3214007852  
Address: 219 Buccoo Reef Lane City & State: Accokeek Zip: 20607  
E-Mail: tatianaromerojose@gmail.com Representing: Signature Club  
residents

Check Appropriate Space:

☐ Support ☒ Opposition

Wish To Speak? ☒ Yes ☐ No

Agree With Staff Recommendation? ☐ Yes ☐ No

## Person of Record Request

Person of Record at Prince George's County Planning Board Meeting Date: 7/10/25

Application Number: CSP-23002 Agenda Item Number 5

**Please Note:** Completing this form is a written request to become a person of record and receive a copy of the resolution. Please ensure that the form is completed in its entirety.

### Please Print Legibly

Name: Mark Ferguson Telephone Number: 301-952-8200  
Address: Stop Water St., Suite 206 City & State: Upper Marlboro, MD Zip: 20772  
E-Mail: majferguson@shengsite.net Representing: Applicant

Check Appropriate Space:

☒ Support ☐ Opposition

Wish To Speak? ☒ Yes ☐ No

Agree With Staff Recommendation? ☒ Yes ☐ No

## Person of Record Request

Person of Record at Prince George's County Planning Board Meeting Date: 7 / 10 / 25

Application Number: CSP-23002 Agenda Item Number 5  
TCP 1-052-97-03

**Please Note:** Completing this form is a written request to become a person of record and receive a copy of the resolution. Please ensure that the form is completed in its entirety.

### Please Print Legibly

Name: Caleb Dotson Telephone Number: 862-846-4225

Address: 16602 Old Cabin Place City & State: Accokeek, Maryland Zip: 20607

E-Mail: caldotson@gmail.com Representing: \_\_\_\_\_

Check Appropriate Space:

☐ Support ☒ Opposition

Wish To Speak? ☒ Yes ☐ No

Agree With Staff Recommendation? ☐ Yes ☒ No

## Person of Record Request

Person of Record at Prince George's County Planning Board Meeting Date: 7 / 10 / 25

Application Number: CSP 23002 Agenda Item Number 5

**Please Note:** Completing this form is a written request to become a person of record and receive a copy of the resolution. Please ensure that the form is completed in its entirety.

### Please Print Legibly

Name: Michael Lenhart Telephone Number: 410 980 2367

Address: 231 Naples Rd St 250 City & State: Millersville MD Zip: 21108

E-Mail: mlehart@lenharttraffic.com Representing: applicant

Check Appropriate Space:

☒ Support ☐ Opposition

Wish To Speak? ☒ Yes ☐ No

Agree With Staff Recommendation? ☒ Yes ☐ No



## Person of Record Request

Person of Record at Prince George's County Planning Board Meeting Date: 7/10/25

Application Number: 44240+3 CSP 23002 Agenda Item Number ~~248~~ 5

**Please Note:** Completing this form is a written request to become a person of record and receive a copy of the resolution. Please ensure that the form is completed in its entirety.

### Please Print Legibly

Name: Robyn Braswell Telephone Number: 240-535-6156

Address: 313 Buccoo Reef Loop City & State: Arlington Zip: 20601

E-Mail: rbraswell66@yahoo.com Representing: Signature Club Community

Check Appropriate Space:

☐ Support ☒ Opposition

Wish To Speak? ☒ Yes ☐ No

Agree With Staff Recommendation? ☒ Yes ☐ No

## Person of Record Request

Person of Record at Prince George's County Planning Board Meeting Date: 7/9/2025

Application Number: CSP-23002 Agenda Item Number 5

**Please Note:** Completing this form is a written request to become a person of record and receive a copy of the resolution. Please ensure that the form is completed in its entirety.

### Please Print Legibly

Name: Scott Zimmerly Telephone Number: 301-795-9280

Address: 1100 Washington St City & State: Rockville MD Zip: 20850

E-Mail: smz@woodpartners.com Representing: Wood Partners

Check Appropriate Space:

☒ Support ☐ Opposition

Wish To Speak? ☒ Yes ☐ No

Agree With Staff Recommendation? ☒ Yes ☐ No

## Person of Record Request

Person of Record at Prince George's County Planning Board Meeting Date: 07/10/25

Application Number: CSP-23002 Agenda Item Number 5

**Please Note:** Completing this form is a written request to become a person of record and receive a copy of the resolution. Please ensure that the form is completed in its entirety.

### Please Print Legibly

Name: Zachary Albert Telephone Number: 410-245-7929

Address: 11 N Washington Ave 320 City & State: Rockville MD Zip: 20850

E-Mail: Zachary.Albert@woodpartners.com Representing: Wood Partners

Check Appropriate Space:

☒ Support ☐ Opposition

Wish To Speak? ☒ Yes ☐ No

Agree With Staff Recommendation? ☒ Yes ☐ No