

PGCPB No. 2025-057

File No. CSP-23002

R E S O L U T I O N

WHEREAS, a new Zoning Ordinance, Subtitle 27, Prince George's County Code went into effect on April 1, 2022; and

WHEREAS, on February 26, 2024, the applicant, WP East Acquisitions, L.L.C., submitted an application for approval of Conceptual Site Plan, entitled Signature Club East, for development of up to 300 multifamily dwelling units and 12,600 square feet of commercial/retail space on a property located on the east side of Hazelwood Drive, approximately 1,500 feet north of its intersection with MD 458 (Walker Mill Road) ("subject property"); and

WHEREAS, the subject property is within the Residential, Multifamily-48 Zone (RMF-48); and

WHEREAS, pursuant to Section 27-1903(b) of the Zoning Ordinance, 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 Zoning Ordinance in existence prior to April 1, 2022 ("prior Zoning Ordinance) and the property's prior zoning, provided that such CSP application was accepted for review prior to April 1, 2025; and

WHEREAS, prior to April 1, 2022, the subject property was within the prior Mixed Use–Transportation Oriented (M-X-T) Zone; and

WHEREAS, therefore, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed this application under the prior Zoning Ordinance and the subject property's prior M-X-T zoning; and

WHEREAS, in consideration of evidence presented at a public hearing on July 10, 2025, regarding Conceptual Site Plan CSP-23002 for Signature Club East, the Planning Board finds:

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.

	EXISTING	EVALUATED
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 Approved:	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 approved gross floor area of the approved 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 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 seeks 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 approved 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.

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. The Planning Board'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. The Planning Board uses 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 approved 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 approved 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 seeks 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 is for 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 approved 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 approved with 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 planned. In this CSP, up to 300 multifamily dwelling units are approved and the approved 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 seeks 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 approved 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 gross floor area of the buildings is planned, 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 approved 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 (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 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 approved 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 approved 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 an approved 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 buildings and pedestrian and vehicular circulation within the development. The application plans 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 planned 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 is for a horizontal mix of land uses within several buildings. The approved 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, the Planning Board is 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 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 approved 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 planned development, the streets, and other urban design considerations.

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

The approved development is compatible with the existing and planned 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 approved with this CSP reflects a cohesive development capable of sustaining an independent environment of continuing quality and stability. In particular, the approved 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 approved 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 planned 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 pedestrian circulation within the subject site, supporting safe pedestrian access to the planned 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. The Planning Board finds 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.

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
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)
Trip Cap Recommendation			408			366		

The traffic generated by the approved development 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:

EXISTING TRAFFIC CONDITIONS				
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
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:

BACKGROUND TRAFFIC CONDITIONS				
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 planned 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 planned 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 planned 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 planned development, and between the uses on the site and adjacent uses. The CSP also illustrates approximate locations of the planned 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 planned 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 planned development. At the time of DSP, the applicant is required to submit a parking analysis to determine the parking rate for the approved 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 planned 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 planned 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 planned 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 planned 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. The Planning Board'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 include 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 noted that the off-site woodland conservation requirement for Outparcel B and Lot 12 were to be met at the time of the first permit. Before the issuance of the first permit for this application, the applicant must provide the entire 1.78 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, Transportation Planning 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. Transportation Planning 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. Transportation Planning 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. Transportation Planning 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. Transportation Planning 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. Transportation Planning 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.

Environmental Planning 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 plans 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 planned 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 planned stormwater management (SWM) facilities and a planned building, with critical root zone impacts of over 30 percent. Specimen Tree ST-39 is located along the eastern property line and has a critical root zone impact of over 30 percent for the planned 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 planned 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 planned 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, planned 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 planned SWM, building, and parking areas. Based on the location and species of the specimen trees approved 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.

Environmental Planning 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 planned 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. Environmental Planning 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 planned using the 31 microbioretention facilities and 21 microbioretention planter boxes. Submittal of the approved SWM concept plan and approval letter reflective of the development approved 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 planned 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**—The Fire/EMS Department did not offer comments on the subject application.
 - h. **Prince George's County Police Department**—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)**—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:** On June 26, 2025, staff received an inquiry from Mr. Victor Christiansen who is the owner of the property abutting the subject site. The concerns he raised include forest retention and the impact of the subject development on MD 210 and the ecosystem of the area. On June 30, 2025, staff responded by directing him to review the published technical staff report and recommended that he become a party of record to receive updates regarding the subject development.
14. **Planning Board Hearing:** The Planning Board held an evidentiary hearing on this application on July 10, 2025. At the hearing and in rendering its decision, the Board considered all written and oral testimony, along with all the exhibits submitted according to the Planning Board's procedures. A total of seven exhibits were submitted into the record, which are Applicant Exhibit 1 (AE 1), Opposition Exhibits 1 through 5 (OE 1–5), and Staff Exhibit 1 (SE 1). Staff presented a review of the application and testimony was provided by the applicant's attorney. The speakers, in opposition, raised various concerns about the application, including transportation (traffic congestion and traffic impact study), infrastructure (e.g. SWM and flooding), environment (e.g. wildlife habitats, ecosystems, forest retention/preservation, and Type 1 tree conservation), school overcrowding, compatibility, and inconsistency with prior approvals. Cross examinations

were conducted between the applicant's attorney and the speakers, as well as expert witnesses representing both sites.

15. Based on the foregoing, and as required by Section 27-276(b)(1) of the prior Zoning Ordinance, the CSP, if approved with the 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 approved development for its intended use.
16. 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.
17. 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.
18. 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 approved development.

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 1 Tree Conservation Plan TCP1-052-97-03, and APPROVED a Variance to Section 25-122(b)(1)(G), and further APPROVED Conceptual Site Plan CSP-23002 for the above-described land, 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 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. Propose long- and short-term bicycle parking within structures located within the residential component, 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.
5. Subject to approval of the Maryland State Highway Administration (SHA), prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following roadway improvements, as designated below, have (a) full financial assurances, and (b) an agreed-upon timetable for construction and completion with the appropriate agency:
 - a. Modify the traffic signal to be a split-phased traffic signal for the MD 373 (Livingston Road) approaches.
 - b. Modify the lane use on the east and west legs of MD 373 (Livingston Road), as follows. This can be accomplished by restriping and adding lane use signs.
 - (1) Eastbound: One left, one shared left/through, and one shared through/right.
 - (2) Westbound: One left-turn lane, one shared left/through, and one right-turn lane.

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 Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Geraldo, and Barnes voting in favor of the motion at its regular meeting held on Thursday, July 10, 2025, in Largo, Maryland.

Adopted by the Prince George's County Planning Board this 31st day of July 2025.

Darryl Barnes
Chairman

By 
Jessica Jones
Planning Board Administrator

DB:JJ:TEH:rpg

APPROVED AS TO LEGAL SUFFICIENCY



David S. Warner
M-NCPPC Legal Department
Date: July 28, 2025