



Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.

DETAILED SITE PLAN

DSP-04063

Application	General Data
Project Name: Manokeek, Signature Club at Manning Village Location: Northeast quadrant of the intersection of Indian Head Highway (MD 210) and Berry Road (MD 228) Applicant/Address: TSC/MUMA Mattawoman 1501 Farm Credit Drive, Suite 2500 McLean, Virginia 22102	Date Accepted: 3/31/2005
	Planning Board Action Limit: Waived
	Plan Acreage: 70.74
	Zone: M-X-T
	Dwelling Units: 315
	Square Footage: NA
	Planning Area: 84
	Tier: Developing
	Council District: 9
	Municipality: NA
	200-Scale Base Map: 221SW01

Purpose of Application	Notice Dates
To approve a detailed site plan for 315 residential dwelling units (140 townhouse units, 4 semi-detached units, 111 single-family dwellings, and 60 units multifamily housing).	Adjoining Property Owners Previous Parties of Record Registered Associations: 3/1/2005 (CB-12-2003)
	Sign(s) Posted on Site and Notice of Hearing Mailed: 10/4/05

Staff Recommendation		Staff Reviewer: Ruth Grover	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

October 21, 2005

MEMORANDUM

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Ruth Grover, Senior Planner

SUBJECT: Detailed Site Plan DSP-04063 (TCPII/39/01-01)
Signature Club at Manning Village

The Urban Design staff has reviewed the detailed site plan for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions as described in the recommendation section of this report.

EVALUATION

The detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Zoning Ordinance in the M-X-T Zone.
- b. The requirements of CSP-99050/01.
- c. The requirements of Preliminary Plans of Subdivision 4-01063 and 4-01064.
- c. The requirements of the *Landscape Manual*.
- d. The requirements of the Prince George's County Woodland Conservation Ordinance.
- e. Referral comments.

FINDINGS

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

1. **Request:** The subject application requests the construction of 315 residential, age-restricted (age 55 and older) dwelling units in the M-X-T Zone.

2. **Development Data Summary**

	EXISTING	PROPOSED
Zone	M-X-T	M-X-T
Use(s)	Vacant	315 residential dwelling units
Acreage	70.74	70.74
Outlots	2	2

3. **Location:** The site is in Planning Area 84, Council District 9. More specifically, it is located in the northeast quadrant of the intersection of Indian Head Highway (MD 210) and Berry Road (MD 228).

4. **Surroundings and Use:** The site is bounded to the east by forested land with single-family residential development beyond; to the south, by single-family residential development; to the west by a combination of forested and single-family residential land; and to the north by residential development.

5. **Previous Approvals:** The relevant site was the subject of Conceptual Site Plan CSP-99050/01 and Preliminary Plans of Subdivision 4-01063 and 4-01064, formalized in resolutions PGCPB Nos. 02-07 and 02-08, and adopted February 7, 2002. A stormwater management concept approval was issued on October 19, 2004, and is valid until October 19, 2007. Final Plats of Subdivision 5-05029 and 5-05030 were approved by the Planning Board on March 3, 2005, and were recorded as Manokeek, Plat 13 and 14 in Plat Book 205, Pages 45 and 46, on March 8, 2005. Plat 13 shows a single lot (Lot 11); the development proposed for the site is to be under a condominium regime. Plat 14 shows a single lot (Lot 12) and a large outparcel (Outparcel B), with neither plat containing a lotting pattern or road configuration.

6. **Design Features:** The larger Manokeek project, covered by Conceptual Site Plan CSP-99050/01, is divided into three pods. The subject detailed site plan is known as "Pod 2" in that conceptual site plan. Pod 2, 57.47 acres, has been designed as an age-restricted community of 315 single-family dwelling units, and ancillary land containing stormwater management ponds and parking and recreational areas. Its 315 residential units are divided into four pads. Each pad contains development as indicated in the following table:

Pad	Type of Development	# of Units/Square Footage
A	Townhouse Villas (semidetached)	140 2 - 2 unit
B	Single-family Dwellings	111
C	Condominium Dwelling	60
D	Community Building	2,496

The two stormwater management ponds located in Pod 2 are positioned along MD 210 (Indianhead Highway) in the northern end of the pod. All roads in the development are proposed to be private except Manning Road, which is proposed as a public street and provides access to the development from MD 228.

This residential component of the Manokeek development will be gated and will have a manned gatehouse at its entrance. The entrance will be embellished by an entrance sign flanked by a decorative fence, wall and extensive landscaping.

Architecture for the project includes four different residential types: single-family detached, semi-detached units (“villas”), townhomes, and condominiums.

The models to be offered for the single-family homes include the Brighton, the Piedmont, and the Cardiff. These are relatively modest architectural models but meet minimum requirements for acceptability. All models indicate an option for a partial brick or stone front facade.

The semi-detached units (the “villas”) utilize the same floor plan as the townhomes. The units are well articulated and the fenestration varied. Options include one- or two-car garage and front or side entry. Materials for the units include a partial brick veneer on the front elevation.

The townhouse units are identical to the semi-detached units (Stonehurst)—well articulated with varied fenestration. The options and materials for the townhouse units are the same as on the semi-detached units. The side elevations indicate an optional two-car, side-entry garage.

The 60 condominium units are to be located in five buildings containing 12 units each. The Hampton Court model is proposed for the condominium buildings with a range of variation on the facades—from windowless sides to the use of partial brick or stone on well articulated and architecturally embellished front and rear facades. Staff has recommended a condition below to require that the partial brick option be used on both the front and rear facade; that brick on the first story be continued on the side elevations and that the side facade with two windows at “loft” level with four-inch trim and keystone and the addition of six “optional” windows be utilized. Detailed floor plan and elevation drawings for the clubhouse were not available for review at the time of this writing. Staff has recommended Condition 6 to address clubhouse design.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance.
 - a. The subject application is in conformance with the requirements of Section 27-547, which governs permitted uses in the M-X-T Zone.
 - b. The proposal is also in conformance with the requirements of Section 27-548, Regulations, regarding additional regulations for development in the M-X-T Zone.
8. **Conceptual Site Plan CSP-99050/01:** Conceptual Site Plan CSP-99050/01 is under consideration by the Planning Board together with the subject detailed site plan. Staff offers the following evaluation of the proposed detailed site plan against the conditions recommended for CSP-99050/01. Relevant recommended conditions are listed below, followed by staff comment:
 2. **A Type II tree conservation plan shall be approved in conjunction with the detailed site plan. As part of this approval, the review shall reevaluate the small tree save areas adjacent to the SMECO easement, reevaluate clearing in the wetland buffer on the north side of the main wetland system just west of the internal street crossing, and evaluate a woodland planting or landscaped connection between the isolated wetlands in the northern open space.**

Comment: TCPII/39/-01-01 has been submitted together with the subject detailed site plan. The Environmental Planning Section has evaluated it against all relevant requirements and verbally indicated their intention to recommend approval subject to conditions. Staff expects written

comments will be submitted by the Environmental Planning Section prior to the public hearing date.

- 4. The location and appearance of the required noise attenuation structures shall be reviewed and approved with the detailed site plan and Type II tree conservation plan.**

Comment: The location and appearance of the proposed noise attenuation wall has been reviewed and found acceptable by the Urban Design Section with respect to the detailed site plan application and the Environmental Planning section with respect to TCPH/39/01-01.

- 6. At the time of detailed site plan, special attention shall be given, but shall not be limited to, the following:**

- a. The streetscape treatment of the subject property to include sidewalks, special pavers, interior landscaping at building frontages, lighting, furnishings, and sitting areas.**

Comment: Staff has reviewed streetscape design including sidewalks, special pavers, interior landscaping at building frontages, lighting, furnishings and sitting areas , and finds it acceptable.

- b. The designated focal point areas of the subject property to include human scale, urban design, materials, landscaping/screening, furnishings, and lighting.**

Comment: Review of the plans show that the focal point areas have been well designed at human scale and include well designed focal point areas.

- c. The building materials and architecture.**

Comment: The applicant has submitted a range of architectural elevations for the varying architectural forms to be included in the project: single-family dwellings, semi-detached dwellings, townhomes, and multifamily. The submitted architectural elevations, in turn, offer a variety of options regarding design, architectural detail, and material choices. Staff has specified in the recommended conditions below the combinations of design choices that fulfill the special attention required to be given to building materials and architecture for the subject project.

- d. Perimeter landscaping/screening of all development pods shall exceed the requirements of Sections 4.3a and 4.2a, of the *Landscape Manual* in terms of width and plant quantities by no less than 100 percent.**

Comment: Since the CSP has been revised to omit the commercial component of the project, Section 4.2, Commercial and Industrial Landscape Strip Requirements, becomes irrelevant. Section 4.3 likewise has become irrelevant to the subject project as there are no parking lots adjacent to a public right-of-way in the proposed design.

- e. Parking lot interior green proposed for development Pods 1 and 3 shall exceed the requirements of Section 4.3c of the *Landscape Manual* in terms of plant quantities by no less than 25 percent.**

Comment: The proposed landscape plan exceeds the requirements of Section 4.3c of the Landscape Manual by more than 25 percent. Whereas only 8 shade trees are required, 75 percent more, or 14, have been provided.

f. Provision of a public amenity to be used by the surrounding community in development Pod 2.

Comment: Although this condition is contained both in the resolution for CSP-99050 and in the recommendation section of the staff report for CSP-99050/01, under consideration together with the subject detailed site plan, neither a location for nor a specific description of said public amenity have been provided. Staff would suggest, and a recommended condition below provides, that the applicant work with the Accokeek Development Review District Commission to determine the appropriateness of a public amenity for the site and, if it is determined appropriate, a precise location and specific description of the proposed public amenity.

g. The maximum height of office structures shall be limited to a maximum of 3-4 stories. The maximum height of residential structures shall be limited to 5-6 stories.

Comment: Office development has been deleted from the design program for this project. Residential structures contemplated as part of this project fall well within the maximum stipulated height of five to six stories.

h. The proposed signage for the commercial/retail components. A comprehensive design approach is recommended.

Comment: The commercial/retail component has been deleted from the design program for this project, rendering this condition inapplicable.

i. The provision of a gasoline station use on any pad site within the development. The proposed architecture shall be of a high quality and shall be compatible with the surrounding commercial/retail components with respect to materials and articulation.

Comment: Since all commercial development (which would include a gasoline station) has been deleted from this development, Condition 6 becomes irrelevant to the proposed project.

9. **Preliminary Plan of Subdivision, 4-01063 and 4-01064:** The Planning Board approved Preliminary Plans 4-01063 and 4-01064 on February 7, 2002. The resolutions, PGCPB 02-07 and 02-08, were adopted on February 7, 2002. The preliminary plans were valid for two years and were given a one-year extension on April 22, 2004. Final Plats of Subdivision 5-05029 and 5-05030 were approved by the Planning Board on March 3, 2005, and were recorded as Manokeek, Plat 13 and 14 in Plat Book 205, Pages 45 and 46, on March 8, 2005. Plat 13 shows a single lot (Lot 11), the development proposed for the site is to be developed under a condominium regime. Plat 14 shows a single lot (Lot 12) and a large outparcel (Outparcel B). Thus, neither contains a lotting pattern or road configuration.

The Preliminary Plan conditions applicable to the detailed site plan stage are listed below.

4-04163:

- 4. A Phase II Noise Study shall be prepared for all residential living and use areas to be located within the 65 dBA noise contour and shall be submitted as part of the Detailed Site Plan submission. The study shall include noise attenuation measures to mitigate the exterior noise levels to 65 dBA or less in outdoor residential use areas and to attenuate interior noise levels for residential living areas to no more than 45 dBA.**

Comment: The Environmental Planning Section has reviewed the Phase II noise study and found it acceptable. Noise attenuation measures mitigate exterior noise levels to 65 dBA or less and interior noise levels for residential living areas to no more than 45 dBA.

- 9. In addition to normal review, the Detailed Site Plan review shall consider:**

- a. The proximity of the residential structures to the power lines, with a goal of maximizing that distance.**

Comment: The applicant has placed parking and recreational areas under the power lines so that residential structures could be placed outside the direct impact area of the power lines.

- b. Landscaping necessary to minimize the visual impact of the development on adjoining properties.**

Comment: Applicant has agreed to set the noise attenuation wall ten feet back from the property line in order to allow for landscaping necessary to minimize the visual impact of the development on adjoining properties. In addition, by utilizing low impact stormwater management techniques, the applicant has incorporated landscaped bioretention areas.

- c. Building height and views.**

Comment: The tallest structures to be included in the subject residential development are the three-story condominium buildings. Strategically located toward the rear of the development, they will be obscured from view along the project's road frontage, partially due to location, but also due to design and placement of the noise attenuation wall and its complementary landscaping.

4-01064:

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

MD 228 at Manning Road:

- a. Prior to the approval of the Detailed Site Plan, the applicant shall submit the results of State Highway Administration (SHA) and the County Department of Public Works and Transportation (DPW&T) of a traffic signal warrant study for the intersection of MD 228 and Manning Road. If deemed warranted by SHA and DPW&T, the applicant shall bond the signal with**

the appropriate agency prior to the release of the initial building permit, and install the signal if directed prior to the release of the bonding for the signal.”

Comment: The signal has already been deemed warranted by SHA and DPW&T and built by the developer.

10. **Landscape Manual:** The proposed development is subject to the requirements of Section 4.1, Residential Requirements, 4.3, Parking Lot Requirements, and 4.7, Buffering Incompatible Uses, of the *Landscape Manual*.

The Urban Design staff reviewed the proposed landscape plan and found that the submittals are in general compliance with the applicable sections of the *Landscape Manual*.

11. **Woodland Conservation Ordinance:** The property is subject to the Woodland Conservation Ordinance because it has previously approved tree conservation plans. CSP-99050 and TCPI/52/97 were previously approved with conditions by PGCPB No. 00-142. Preliminary Plan 4-01063 and TCP1/52/97-01 were approved with conditions by PGCPB No. 02-07. TCPII/121/99 was approved for the 210.60 acres of the Manokeek project that are in the R-A Zone and 32.64 acres in the R-R Zone. TCPII/121/99 has been revised at staff level several times with the most recent, TCPII/121/99-06, being revised on November 22, 2003. TCPII/112/01 was approved in conjunction with DSP-01036 for 26.04 acres of the Manokeek project in the M-X-T Zone and the most recent revision, TCPII/112/01-01, was approved by staff on July 15, 2003. TCPII/39/01 was approved for 57.47 acres of the Manokeek project in the M-X-T Zone. TCPI/52/97-02 is currently under review with CSP-99050/01. The Environmental Planning Section is recommending approval, with conditions for both TCP1/52/97-02 and TCPII3901-01. Therefore, staff finds that the plan is in general compliance with the Woodland Conservation Ordinance.

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

Historic Preservation—In an e-mail received May 25, 2005, the Historic Preservation Planning Section stated that the proposed project would have no impacts on historic resources.

Archeology—In a memorandum dated April 12, 2005, the staff archeologist stated that archeological investigations are recommended for the subject property. More particularly, she stated that one prehistoric site, 18PR287, identified on the property in a 1986 survey, should be relocated if possible. Additionally, she noted that the residence of John Manning was shown on the 1861 Martenet map as being located just north of the intersection of Manning and Berry Roads. However, in a letter dated September 21, 2004, the Historic Planning Section stated that they had reviewed the archeological survey of the Manning Signature Club property and Phase II archeological NRHP evaluation of the Manning Signature Club #1 site and that they concurred with the consultant's conclusion that, based on the paucity of artifacts and lack of features, no additional work would be required. They requested, however, that four revised final copies of the consultant's report should be submitted to them. A condition to that effect is included in the recommendation section of this report.

Community Planning—In a memorandum dated September 16, 2005, the Community Planning Section stated:

- These applications are not inconsistent with the 2002 General Plan Development Pattern policies for the Developing Tier.
- The conceptual site plan revision proposal is generally consistent with the 1993 Subregion V Master Plan policies for mixed-use development in this area, as implemented by the Planning Board's approval of CSP-99050, Manokeek, on July 27, 2000. The site data table on this revised site plan does not accurately reflect the proposed development revisions. (See the background section/proposal below.)
- The detailed site plan proposal for a mix of age-restricted housing on development Pod 2 is generally consistent with the land use concept for higher density residential land use on this site as proposed in CSP-99050/01 and as originally approved in CSP-99050, albeit at a much lower density and without the commercial elements previously proposed for this part of the site.
- There are a number of site plan issues to address regarding the design or location of sound barrier walls, fencing, interior sidewalks and paths, and pedestrian access to other parts of the overall site.

In addition, the Community Planning Division raised the following planning and site plan issues:

- **Mix of Uses**—The 1993 master plan states, “A major mixed-use development area is recommended for the intersection of MD 228 and Indian Head Highway. Retail, office and other types of employment development, as well as community facilities and some higher density residential land uses, are envisioned.” (See page 90) The master plan envisaged mixed-use development being a mixture of retail, office, high-density residential uses, community, recreational and leisure facilities within close proximity to each other, all co-mingled in a shared environment.

The proposed development conforms to the requirements of Sec. 27-548 of the Zoning Ordinance, which provides that “The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.” Taking into account the total mix of development for Pods 1-3, the land use proposal for Pod 2 substantially conforms to the development concepts approved in CSP-99050, albeit at a much lower density and without the commercial elements previously approved.

- **Fences and Walls (Along MD 228)**—A proposed sound barrier wall is shown along MD 228 on CSP-99050/01; there is a dashed line along the public utilities easement (PUE) adjacent to MD 228 on DSP-04063, but it is not identified on the legend. Moreover, there is no design detail on either the CSP or DSP documents submitted to this division for review. The design of this fence/wall is important from two aspects: (1) the view of the site from highway frontage, which is extensive, and (2) the effectiveness of the design as a sound buffer for the proposed residential dwellings from traffic noise on MD 228, which is substantial. (Per Condition 5, PGCPB 00-142, CSP-99050 and Condition 4, PGCPB No. 02-07, Preliminary Subdivision 4-01063.)

Along site periphery elsewhere—A symbol that appears to be a fence is shown along the rest of the site but is not indicated in the DSP legend. Again, there is no detail for fence design. Although not as visible as the fencing along MD 228, as development occurs on adjoining sites, the fence design will be important.

- Noise—Concerns have been raised in the community about noise from traffic on MD 228 and the measures proposed to mitigate the effect on future residents. In addition to the sound barrier wall indicated on CSP-99050/01, consideration should be given to acoustical interior buffering for the housing proposed in noise impact areas along MD 228.
- Bocce Ball and Horseshoe Pits—There is a detail of these recreation facilities on page 11/11 of DSP-04063 (landscape plan), however, the location of these proposed facilities is not evident on the site plan. Are they proposed, or is the detail in error?
- Interior Sidewalks and Trails—CSP-99050/01 indicates paths and trails, primarily along streets, but also in open space areas on the western portion of the site. Again, the legend for DSP-04063 does not contain a symbol for sidewalks, but their proposed location can be interpolated from parallel lines along the street. Sidewalks are generally proposed only on one side of the street, leaving residents on the opposite side to cross the street to reach a sidewalk, or to walk in the street or across private yards. Consideration should be given to requiring sidewalks on both sides of the street.
- Exterior Pedestrian Access/Intersection Design—Both MD 228 intersections with MD 210 and with Manning Road East are proposed to be grade separated. As the conceptual site plan is currently designed, there is a sidewalk indicated off-site along the entrance road connecting to Manning Road and to the future commercial development on Pod 3. However, there is no pedestrian access between Pod 1 (retail, commercial office) and Pod 2 (age-restricted residential community). Ideally, there would be a pedestrian friendly means to connect the residential and primary commercial components of this mixed-use development proposal, but none are shown on CSP-99050 as approved, or on the proposed amendment CSP-99050/01. The high-volume, high-speed character of MD 228, designated as an expressway, makes the design of a safe pedestrian crossing problematic, but it should not be impossible.

Transportation—In a memorandum dated September 26, 2005, the Transportation Planning Section stated the following:

The site plan is acceptable from the standpoint of circulation. Appropriate dedication along MD 228 and Manning Road, as determined as a part of Preliminary Plan 4-01012 and further clarified as a part of 4-01063, is reflected on the current site plan.

Access is gained by easement over an adjacent unsubdivided parcel, and this easement connects to a dedicated right-of-way. This arrangement was deemed to be acceptable to serve an age-restricted residential community during review of 4-01063. As the resulting community is now intended to encompass fewer residential units, it is deemed to be acceptable now.

At the time of Preliminary Plan 4-01063 and Conceptual Site Plan SP-99050, a number of transportation-related conditions were placed on the property pursuant to a finding of adequate transportation facilities (aside from a trip cap condition that has no bearing since Pod 3 is not proposed to be developed at this time, 4-01064 contains no original conditions that require a status update, and also 4-97091 and 4-01065 do not appear to have relevance to the current plan). The status of these conditions would be summarized as follows:

SP-99050:

Condition 7 indicates a trip cap for the overall Manokeek site. The preliminary plan trip cap was determined to conform to this cap and the cap supersedes it.

Condition 8 provides a list of off-site transportation improvements. Condition 8A(1) has been met; the required traffic signal warrant study has been submitted and it has been installed. All other parts of this condition are enforceable at the time of building permit.

Condition 9 is only applicable to Pod 1; this plan includes Pods 2 and 3.

Condition 10 was enforced at the time of preliminary plan.

4-01063:

Condition 6 indicates a trip cap for the subject site. The trip cap is based upon 800 units of senior housing; this plan proposes 315 units. The community recreational building, from the standpoint of trip generation, is considered part of the elderly housing complex and is not assumed to contribute additional trips under the cap. The cap also includes a sizable retail component; the subject plan proposes no retail space. Therefore, the subject plan complies with this condition.

Condition 7 provides a list of off-site transportation improvements. The conditions at MD 228 and Manning Road have been completed or, in the case of those improvements needed to serve the development on the north side of MD 228, bonded. With regard to the Manning Road/senior living entrance, the traffic circle has been designed and the final design has been approved by the county's Department of Public Works and Transportation. Therefore, this condition has been met.

Condition 8 is met, as the record plat shows the needed right-of-way along Manning Road.

In conclusion, the transportation planning staff has no objection to the detailed site plan.

Summary

Insofar as the uses proposed on this site plan are generally consistent with the uses proposed at the time of preliminary plan, making the basis for the preliminary plan findings still valid, and in consideration of the materials discussed earlier in this memorandum, the transportation staff finds that the subject property will be adequately served within a reasonable period of time with transportation facilities that are existing, programmed, or will be provided as a part of the development if the development is approved. Given that the conditions on the original CSP-99050 have been superseded by conditions placed upon the three preliminary plans approved within the site, it does not appear necessary to carry the transportation-related conditions forward on the revised conceptual plan. No conditions are required for the detailed site plan.

Subdivision—In a memorandum dated May 9, 2005, the Subdivision Section offered the following:

The Planning Board approved Preliminary Plans 4-01063 and 4-01064 on February 7, 2002. The resolutions, PGCPB 02-07 and 02-08, were adopted on February 7, 2002. The preliminary plans were valid for two years and were given a one-year extension on April 22, 2004. Final Plats of Subdivision 5-05029 and 5-05030 were approved by the Planning Board on March 3, 2005, and were recorded as Manokeek, Plat 13 and 14 in Plat Book 205, Pages 45 and 46, on March 8, 2005. Plat 13 shows a single lot (Lot 11), the development proposed for the site is to be developed under a condominium regime. Plat 14 shows a single lot (Lot 12) and a large outparcel (Outparcel B). Thus, neither contains a lotting pattern or road configuration.

The Preliminary Plan conditions applicable to the detailed site plan stage are listed below.

4-04163:

- 5. A Phase II Noise Study shall be prepared for all residential living and use areas to be located within the 65 dBA noise contour and shall be submitted as part of the Detailed Site Plan submission. The study shall include noise attenuation measures to mitigate the exterior noise levels to 65 dBA or less in outdoor residential use areas and to attenuate interior noise levels for residential living areas to no more than 45 dBA.**
- 10. In addition to normal review, the Detailed Site Plan review shall consider:**
 - a. The proximity of the residential structures to the power lines, with a goal of maximizing that distance.**
 - b. Landscaping necessary to minimize the visual impact of the development on adjoining properties.**
 - c. Building height and views.**

4-01064:

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

MD 228 at Manning Road:

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

For further discussion of the applicable requirements of the relevant subdivision plans, please see Finding 8 above.

Trails—In a memorandum dated May 5, 2005, the senior trails planner stated that although no master plan trails issues in the adopted and approved Subregion V Master Plan impact the subject site, a comprehensive network of internal homeowner association trails has been provided. Additionally, with respect to sidewalk connectivity, the senior trails planner recommended, due to the density of the proposed development and the nature of the projected population, that sidewalks be provided on both sides of the street. He also noted that safe and convenient pedestrian accommodation be provided from the subject site to the commercial component of nearby Pod 3 including sidewalk and/or trail connections, and appropriate pavement markings and other safety features at the crossing of Manning Road should be provided in the future detailed site plan that includes Pod 3.

Parks—At the time of this writing, the Department of Parks and Recreation has not submitted comment on the subject project.

Permits—In a memorandum dated May 12, 2005, the Permit Review Section offered numerous comments on the proposed project that have either been addressed by revisions to the plans or in the recommended conditions below.

Public Facilities—In a memorandum dated April 29, 2005, the Public Facilities Section stated that whereas fire and ambulance services were within the relevant response times, paramedic and ladder truck service were beyond the response time guidelines. This is provided for information only, as there is no requirement for a finding of adequate public facilities at the time of detailed site plan.

Environmental Planning—At the time of this writing, the Environmental Planning Section has not submitted comment on the subject project. However, the Environmental Planning Section has verbally indicated that they would be able to recommend approval of the project, subject to conditions, and would provide staff with written comment prior to the Planning Board hearing on the proposed project.

Department of Environmental Resources (DER)—In comments dated April 19, 2005, DER stated that the site plan for Manokeek—Signature Club at Manning Village, DSP-04063, is consistent with approved stormwater concept 32197-2004.

Fire Department—At the time of this writing, the Prince George's County Fire Department has not submitted comment on the subject project.

Department of Public Works and Transportation (DPW&T)—In a revised memorandum dated September 29, 2005, DPW&T offered the following:

The property is located on the northwest corner of Berry Road (MD 228) and Manning Road East, and along the northeast side of Indian Head Highway (MD 210). MD 210 and MD 228 are state-maintained roadways; therefore, coordination with the Maryland State Highway Administration (SHA) is necessary.

Manning Road East is a proposed collector roadway (C-529) within the property as shown on the area master plan for the Subregion V comprehensive plan. The proposed collector roadway alignment, as shown on the master plan, shifts northwest of the

existing Manning Road within Parcel 25. The proposed collector roadway alignment for Manning Road East, as shown on the 'attached' revised detailed site plan, is acceptable.

The proposed design for the roundabout located on Manning Road East, which provides access to the site, is acceptable.

Street construction and right-of-way dedication for the proposed collector roadway (C-529) in accordance with DPW&T's standards are required.

All storm drainage systems and facilities within the proposed subdivision are private. All storm drainage systems and facilities are to be in accordance with the Department of Environmental Resources' requirements.

An access study shall be conducted by the applicant and reviewed to determine the adequacy of access point(s) and the need for acceleration/deceleration and turning lanes.

All proposed roadways with 24-foot-wide pavements are private roadways. All roadways will not be bonded and inspected by DPW&T.

All improvements within the public right-of-way as dedicated to the county are to be in accordance with the county road ordinances, DPW&T's specifications and standards, and the Americans with Disabilities Act.

A soils investigation report, which includes subsurface exploration and geotechnical engineering evaluation for Manning Road East, is required.

Existing utilities may require relocation and/or adjustments. Coordination with the various utility companies is required.

Please note that DPW& T's requirements are enforced through their separate permitting process.

Maryland State Highway Administration (SHA)—In a letter dated April 7, 2005, SHA stated that they had no objection to Detailed Site Plan DSP-04063 approval. They mentioned, however, that they had previously offered comments related to transportation needs to off-set traffic impacts created by the additional vehicle trips and that, in accordance with M-NCPPC Resolution PGCPB No. 98-22(A)/1, they expected compliance with transportation conditions prior to completion of the proposed project.

Accokeek Development Review District Commission (ADRDC)—In a letter dated June 2, 2005, the ADRDC stated that their major concern was noise abatement from MD 210 and MD 228. Particularly, they stated that the installation of a six-foot noise mitigation fence may not prevent the noise levels in the residential development from exceeding 65 dBA as required. Therefore, they recommended that:

- The developer be required to provide a noise abatement study to the Environmental Planning Section and ADRDC.
- Maximum permitted noise levels not exceed 65dBA for exterior noise and 45 dBA for interior noise level.

- Buffers provided between the residential development and the noise generators be required to exceed six-feet in height.
 - Structure design of living quarters above the six feet in height.
13. As required by Section 27-285(b)(1) of the Zoning Ordinance, the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

Furthermore, as required by Section 27-285(b)(2), the detailed site plan, if approved subject to recommended conditions, is in conformance with CSP-99050/01, if approved as presented.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-04063, Signature Club at Manning Village, and Type II Tree Conservation Plan TCP/39/01-01, to establish a 315-unit age-restricted residential community subject to the following conditions:

1. Prior to signature approval of the plans, the applicant shall revise the plans or provide additional documentation as follows:
 - a. Applicant shall clarify what "setback from internal property lines" refers to as only one lot is proposed.
 - b. Applicant shall clarify why the general notes refer to "lots" when there are no lots proposed.
 - c. Signage plans shall be reviewed and approved by the urban design staff as designee of the Planning Board.
 - d. Applicant shall correct the schedule for a 4.6 landscape buffer along MD 210 to include the correct number of required trees instead of "0."
 - e. Standard sidewalks shall be indicated on both sides of all private internal roads.
 - f. The Hampton Court model to be utilized for the five 12-unit condominium buildings shall uniformly utilize the partial brick option on the front, side and rear elevations. Both the left and right side elevations shall include two windows at "loft" level with four-inch trim and keystone and the additional six "optional" windows shall be made standard on all five 12-unit condominium buildings.
 - g. The applicant shall include plans for the bocce ball court and horseshoe pits on the detailed site plan.
 - h. All end walls or side elevations shall have a minimum of two architectural features. Highly visible end walls shall have a minimum of three end-wall features, as identified in staff's Exhibit 1.

- i. A note shall be added to the plans that identical units shall not be located side by side or directly across the street from one another.
- j. Plans for all approved architecture for the project shall be maintained and made available to prospective purchasers in the sales office for the project.
- k. The applicant shall submit four revised final copies of the archeological Phase I survey and Phase II NRHP evaluation report that addresses all comments to the Historic Preservation and Public Facilities Planning Section. In order to determine compliance with this condition, the Historic Preservation and Public Facilities Planning Section, as designee of the Planning Board, shall determine that the reports are acceptable.
- l. Three original, executed recreational facilities agreements (RFA) or similar alternative shall be submitted to the Development Review Division (DRD) for their approval three weeks prior to a grading permit. Upon approval by DRD, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland. The RFA shall provide for the completion of all indoor facilities prior to the issuance by the Department of Environmental Resources of the 50th certificate of occupancy of the overall development. The RFA shall provide for the completion of all outdoor recreational facilities prior to issuance by the Department of Environmental Resources of the 158th certificate of occupancy (approximately 50 percent of the certificates of occupancy of the overall development).
- m. Submission to DRD of a performance bond, letter of credit, or other suitable financial guarantee, in an amount to be determined by DRD, within at least two weeks prior to applying for building permits.
- n. Prior to signature approval, the applicant, his successors, and/or assignees shall demonstrate that the recreational facilities are in accordance with the standards outlined in the Parks and Recreation Facilities Guidelines and details and specifications of the facilities shall be provided. The recreational facilities shall be as follows:

Indoor recreational facilities:

Clubhouse including a meeting/gathering room and kitchen facilities

Outdoor recreational facilities:

Pool

Mini-park with croquet and sitting areas

Three gazebos

Two observation decks

A boardwalk adjacent to the southern observation deck

Bocce Courts and sitting areas

Horseshoe pits

Picnic area

Clubhouse

One mile of hiker/biker trails located as proposed on the applicant's open space plan

- o. The Planning Board or its designee shall review and approve an interior design program, floor plans, and architectural elevations for the proposed clubhouse.
- p. Seventy percent of single-family units and 60 percent of the townhouse units shall have a predominantly brick front. The proposed clubhouse shall utilize a minimum of 60 percent brick in the design of its elevations.
- q. A note shall be added to the plans stating that noise attenuation measures included in the project shall result in maximum exterior noise levels of 65 dBA and maximum interior noise levels of 45 dBA.
- r. Prior to issuance of the first building permit for the project, the applicant shall meet with the representatives of the Accokeek Development Review District Commission in order to determine the appropriateness of the inclusion of a public amenity in the proposed development. If deemed appropriate, the applicant and representatives of the Accokeek Development Review District Commission shall determine a precise location and specific description of the proposed public amenity.