



April 1, 2026



Dekk Group, LLC
82 Flanders Rd.
Westborough, MA 01581

Re: Notification of Planning Board Action on
Detailed Site Plan DSP-24017
Dunkin At Sansbury Crossing

Dear Applicant:

This is to advise you that, on **March 26, 2026**, the above-referenced Detailed Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to the Prince George's County Planning Board's Rules of Procedure, the Planning Board's decision will become effective 30 calendar days after the date of this notice (**April 1, 2026**) of the Planning Board's decision, unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or by an aggrieved person that appeared at the hearing before the Planning Board in person, by an attorney, or in writing and the review is expressly authorized in accordance with Section 25-212 of the Land Use Article of the Annotated Code of Maryland; or
2. Within the 30 days, the District Council decides, on its own motion, to review the action of the Planning Board.

(You should be aware that you will have to reactivate any permits pending the outcome of this case. If the approved plans differ from the ones originally submitted with your permit, you are required to amend the permit by submitting copies of the approved plans. For information regarding reactivating permits, you should call the County's Permit Office at 301-636-2050.)

Please direct any future communication or inquiries regarding this matter to Ms. Donna J. Brown, Clerk of the County Council, at 301-952-3600.

Sincerely,
Sherri Conner, Planning Division Chief
Development Review Division

By: Dexter E. Cofield
Reviewer

Attachment: PGCPB Resolution No. **2026-014**

cc: Donna J. Brown, Clerk of the County Council
Persons of Record

PGCPB No. 2026-014

File No. DSP-24017

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, the applicant, Dekk Group, LLC, submitted an application for approval of a detailed site plan; and

WHEREAS, pursuant to Section 27-1704(b) of the Zoning Ordinance, development applications submitted and accepted as complete before April 1, 2022, but still pending final action as of that date, may be reviewed and decided in accordance with the Zoning Ordinance in existence at the time of submission and acceptance of the application; and

WHEREAS, therefore, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed this application under the Zoning Ordinance in existence prior to April 1, 2022; and

WHEREAS, in consideration of evidence presented at a public hearing on March 5, 2026, regarding Detailed Site Plan DSP-24017 for Dunkin at Sansbury Crossing, the Planning Board finds:

1. **Request:** The subject application is a detailed site plan (DSP) for a 1,282-square-foot eating and drinking establishment with a drive-through on existing Lot 2.
2. **Development Data Summary:**

	EXISTING	EVALUATED
Zone(s)	RMF-48	M-X-T
Use(s)	Vacant	Eating and drinking establishment with a drive-through
Gross tract acreage	1.35	1.35
Net tract acreage	1.35	1.35
Gross floor area	0	1,282 sq. ft.

Floor Area Ratio (FAR) in the M-X-T Zone

Total FAR Permitted*	0.12–0.18
Total FAR Approved	0.02

Note: *As approved by Conceptual Site Plan CSP-07002.

Parking and Loading Space Requirements

In accordance with Sections 27-574 and 27-583 of the prior Zoning Ordinance, the number of parking spaces required in the Mixed Use-Transportation Oriented (M-X-T) Zone is to be

calculated by the applicant and submitted for the Prince George’s County Planning Board’s approval at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking and loading ratio can be found in Sections 27-574(b) and 27-583(b) of the prior Zoning Ordinance.

The applicant elected to apply the parking requirements of Section 27-568 of the prior Zoning Ordinance, for eating and drinking establishments, which require one parking space per three seats and one space per 50 square feet of gross floor area (GFA), excluding areas used exclusively for storage or patron seating and any exterior patron service areas. A loading space is not required for a building under 2,000 square feet of GFA; however, the applicant provides one loading space meeting the size requirements of Section 27-578 of the prior Zoning Ordinance.

Use	Rate	Required (min.)	Provided
Eating and drinking establishment with drive-through: 1,282 sq. ft. of GFA with 3 seats and 850 sq. ft. of non-storage/patron seating area	Parking @ 1 space per 3 seats + 1 space per 50 sq. ft. of GFA (excluding any area used exclusively for storage or patron seating, and any exterior patron service area)	18	18
	Loading @ 0 if less than 2,000 sq. ft. of GFA	0	1*

Notes: *A loading space is not required as the building is less than 2,000 GFA. However, a 12-foot by 33-foot loading space is provided with this DSP.

Bicycle Spaces

The DSP provides one bicycle rack providing eight bicycle spaces. Details of the bicycle rack are shown on Sheet 11 of 13. The location of the rack is identified on Sheet 5 of 13, on the north side of the building, adjacent to the restaurant’s entrances and exits.

3. **Location:** The site is located on the southeast side of Ritchie Marlboro Road, approximately 235 feet east of its intersection with Sansbury Road.
4. **Surrounding Uses:** The subject property is bounded to the west by Lot 1, located at the corner of Ritchie Marlboro Road and Sansbury Road, which is improved with an existing 5,166-square-foot food or beverage store and gas station, within the Residential, Multifamily-48 (RMF-48) Zone (previously the M-X-T Zone). To the north is Ritchie Marlboro Road, and beyond are townhouse dwellings in the Residential, Single-Family-Attached (RSF-A) Zone (previously the Townhouse (R-T) Zone) and Residential, Single-Family-65 (RSF-65) Zone (previously the One-Family Detached Residential (R-55) Zone). To the east of the property is Lot 3, a vacant lot within the RMF-48 (previously M-X-T) Zone, with single-family detached dwellings in the Residential, Rural (RR) Zone (previously the Rural-Residential (R-R) Zone) beyond. To the south of the property is a church in the RMF-48 (previously M-X-T) Zone.

5. **Previous Approvals:** The subject property was rezoned from the Residential-Agricultural (R-A) Zone to the M-X-T Zone in the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (sector plan). As part of the rezoning, the Prince George's County District Council approved the concept plan for development of the subject property and the neighboring properties to the west and south as an integrated mixed-use development. This concept plan is illustrated in plan view, with illustrative perspective renderings in Exhibit 19 of the public record for the sector plan, and is intended to serve as a vision to guide the development of the village center.

Preliminary Plan of Subdivision (PPS) 4-07057 was approved by the Planning Board on April 24, 2008 (PGCPB Resolution No. 08-51), for the subdivision of three lots.

CSP-07002 was approved by the District Council on November 10, 2008 (PGCPB Resolution No. 08-50), for commercial development arranged on Lots 1–3, which included the subject property and abutting lots.

DSP-08043 was approved by the Planning Board on July 9, 2009 (PGCPB Resolution No. 09-98), for infrastructure for grading and utilities for the three lots (4.48 acres).

DSP-08043-01 was approved by the Planning Board on June 9, 2016 (PGCPB Resolution No. 16-71), to develop a 5,166-square-foot food and beverage store and gas station located on Lot 1.

CSP-07002-01 was approved by the Planning Board on June 26, 2025 (PGCPB Resolution No. 2025-046), to remove Condition 15 and revise Condition 5(d) regarding drive-through facilities.

6. **Design Features:** The approved development consists of a 1.35-acre lot situated along the south side of Ritchie Marlboro Road and designed to accommodate a one-story eating and drinking establishment with an associated drive-through. The site is accessed by a single right-in/right-out entrance from Ritchie Marlboro Road, which directs vehicles into a defined internal circulation pattern. The site plan identifies the location of the existing access connection to the development on Lot 1 to the west, as well as the location of the future access point to abutting Lot 3 to the east, which is anticipated to be developed under a future application. The building is positioned toward the northern portion of the lot, creating a street presence while allowing the drive-through lane to wrap around the southern and eastern sides. Parking spaces are distributed along the western, southern, and northern edges of the site to provide convenient access for patrons while maintaining separation from the drive-through. Sidewalks, pedestrian connections, and crosswalks are incorporated to ensure safe and direct access from the parking areas and the public right-of-way to the building entrance. The restaurant will provide limited indoor seating consisting of three interior seats, as well as an outdoor seating area that includes tables with built-in seating and benches. A floor plan should be provided to verify that the parking is calculated consistently with the interior seating.

Landscape islands and perimeter plantings frame the parking areas and site edges, helping to moderate views of vehicular areas and contribute to the overall streetscape. Along the right-of-way frontage, a landscape buffer that exceeds the minimum planting requirements is

included, offering additional screening for the parking located at the front of the lot. A screened trash enclosure is located at the southeastern portion of the site, behind the building and away from public view. Stormwater management (SWM) is provided through a combination of underground facilities and graded drainage patterns integrated into the overall layout.

Architecture

The approved 1,282-square-foot, one-story commercial building features a suburban aesthetic intended to complement the character of the integrated development on Lot 1. The facade features a combination of composite siding, fiber cement panels, and stone veneer applied consistently across all elevations. The front elevation includes a vertical entry element with storefront glazing and branded signage, along with horizontal banding that delineates changes in façade materials. Canopies are provided above the primary entrance and drive-through window, for weather protection and functional identification. The west elevation incorporates multiple windows that provide transparency and articulation, while the east and south elevations include the drive-through window, service door, and mechanical equipment, all integrated into the façade design. Stone veneer is applied along the base of the building, with upper façades clad in two contrasting siding colors separated by a horizontal trim band. Building-mounted signage is located on the north, west, and south elevations, in accordance with the tenant's branding.

Signage

The applicant provides signage consisting of one 6-foot-high freestanding monument sign, two directional signs, and five non-illuminated building-mounted signs on the north, south, east, and west elevations. The freestanding monument sign includes an 8-foot by 4-foot sign panel centered between two stone-veneered columns, on top of a stone-veneered base that complements the building architecture and reflects the aesthetic character established by the gateway monument sign and wall. The sign panel displays the Dunkin' brand name in its signature orange text and pink possessive character, accompanied below by a similarly pink "Drive Thru" band.

The building-mounted signage consists of three types. The first type displays only the orange 'Dunkin' text and pink possessive character, and is provided on the north, south, and west elevations. The second type also reads 'Dunkin' and includes a depiction of the United States and a running figure, both in pink above. The third type consists of the phrase 'Something Fresh Is Always Brewing' in black, with an orange line above and a pink line below.

A detail illustrating how the building-mounted signage will be attached to the building has not been provided. In addition, while the dimensions of the signage are shown, the plans do not include a signage schedule outlining the type, square footage, and total amount of signage provided for the site. Accordingly, a condition is included herein requiring submission of a building-mounted signage attachment, details, and a comprehensive signage schedule.

Lighting

The subject DSP includes pole-mounted lighting throughout the site, with details on Sheet 11 of 13 of the plans. The details include light emitting diode (LED) fixtures that will utilize full cut-off optics to limit light spillover into adjacent properties. However, a light pole foundation detail depicting how the light pole will be secured into the ground was not provided and is conditioned herein to be provided.

Loading and Trash Facilities

Although a loading space is not required for the subject DSP, one is provided on the site without impeding vehicular circulation. The loading space is located at the rear of the property, in front of the trash facilities. The submitted plans also show the location of the dumpster, including details and dimensions of the dumpster enclosure, which will fully screen the dumpster from view. Since both the loading space and trash facilities are located behind the approved building, they will be screened from public view along Ritchie Marlboro Road. In addition, the approved landscaping, including trees and shrubs along the roadway, will further screen the loading space and trash facilities from view.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-X-T Zone, and the site design guidelines of the prior Zoning Ordinance:
- a. The subject application is in conformance with the requirements of Section 27-547 of the prior Zoning Ordinance, which governs uses in all mixed-use zones.
 - (1) The approved eating and drinking establishment with drive-through use is permitted in the M-X-T Zone.
 - (2) Section 27-547(e) of the prior Zoning Ordinance provides standards for the required mix of uses for sites in the M-X-T Zone, as follows:
 - (e) **For property placed in the M-X-T Zone by a Sectional Map Amendment approved after October 1, 2006, and recommended for mixed-use development in the General Plan, and a Master Plan, or Sector Plan for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, a Conceptual Site Plan submitted for any property located in the M-X-T Zone may include only one (1) of the above categories, provided that it conforms to the visions, goals, policies, and recommendations of the plan for that specific portion of the M-X-T Zone.**

The approved CSP-07004 identifies three pad sites intended for commercial and retail development. The first pad, located on Lot 1, has been developed with a food and beverage store and gas station. The subject DSP provides an eating and drinking establishment with drive-through service on the second pad site. The specific use of the third pad site on Lot 3 has not yet been determined. The CSP, at the time of approval, was found to be generally consistent with conformance to the policies and recommendations of the sector plan.

b. The DSP is consistent with Section 27-548, M-X-T Zone Regulations, of the prior Zoning Ordinance, 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—8.00 FAR.

CSP-07002 was approved for this property with a floor area ratio (FAR) of 0.12 –0.18, without using the optional method of development. The FAR approved for this parcel individually with this DSP is 0.02, which is within the maximum approved by the CSP.

(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 uses approved with this DSP will be located in one building and on one lot.

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

The subject DSP shows the dimensions for the location and height for the approved development, except for the coverage. A condition is included herein requiring the applicant to add the lot coverage of the development to the general notes on the coversheet of the plan set.

(d) Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.

The landscaping, screening, and buffering have been reviewed along with this DSP. Finding 13 below provides a detailed discussion on the plan's conformance with the 2010 *Prince George's County Landscape Manual* (Landscape Manual).

(e) In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the 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 applicant does not intend to use the optional method of development for the subject DSP. Section 27-548(e) of the prior Zoning Ordinance specifies how GFA must be calculated in the M-X-T Zone. Only the building's standard GFA is counted in the approved FAR, and parking and access areas are excluded.

The prior Zoning Ordinance further requires that FAR be applied to the entire CSP property, using the CSP's net tract area and the total GFA approved within the CSP boundary. Consistent with this requirement, the subject DSP's 1,282 square feet of GFA results in a FAR of 0.02. The existing development on Lot 1 has a FAR of 0.03. Combined, the two lots yield a total FAR of 0.05, which remains below the permitted maximum range of 0.12 to 0.18.

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

This DSP does not provide any private structures in the air space above, or in the ground below the surrounding public rights-of-way.

- (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 lot in this DSP fronts and has direct vehicular access to Ritchie Marlboro Road, which is a public street.

- (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...**

This requirement is not applicable because no townhouses are being provided with this DSP.

- (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.**

This requirement is not applicable because no multifamily buildings are being provided with this DSP.

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

The property was rezoned to the M-X-T Zone through the 2007 *Approved Westphalia Sectional Map Amendment*. Accordingly, this DSP has been reviewed using the applicable master plan, sector plan, and sectional map amendment design guidelines and development concepts. The sector plan's activity center designation supports medium-density commercial uses and, although the approved Dunkin' does not fully reflect the mixed-use character envisioned, the use is permitted under the prior M-X-T Zone regulations, which allow eating and drinking establishments by right. The Planning Board finds that the submitted plans generally conform to the sector plan's recommendations related to architectural quality, materials, access management, pedestrian accommodations and the inclusion of sidewalks, and sitting areas.

- 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 DSP in the M-X-T Zone, as follows:

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

The 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 subject DSP supports the orderly development of land by introducing a commercial use in a location proximate to the interchange of I-95/495 (the Capital Beltway) and Ritchie Marlboro Road, at the gateway to the Westphalia area. The approved eating and drinking establishment with drive-through service represents an appropriate commercial use for this corridor and will add to the range of available food service options while contributing to employment and tax generating activity within the County.

- (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 sector plan designates the subject site within an activity center, an area planned for medium- to high-density commercial activity designed to serve surrounding neighborhoods through a mix of retail and service uses. The DSP meets these objectives by providing an eating and drinking establishment with integrated pedestrian accommodations, including sidewalks, crosswalks, and safe internal connections that support walkability and access between adjacent parcels. Although this DSP provides only one commercial use, it functions as part of the larger mixed-use development envisioned across the three integrated pad sites.

- (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 approved development contributes to the planned mixed-use pattern envisioned for the Westphalia area by locating a supporting commercial use at a key gateway along Ritchie Marlboro Road. Concentrating commercial retail uses at this location provides convenient access for residents and travelers using this major corridor.

- (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 DSP provides a commercial retail use that is integrated with the existing commercial use on abutting Lot 1 to the west, through coordinated circulation, including direct sidewalk connections between the two sites. The plan also establishes the location and design framework for a future pedestrian connection to Lot 3 to the east, ensuring that the anticipated development on that lot will be incorporated into the same circulation system. Pedestrian routes are provided throughout the site and connect to the public sidewalk network, supporting safe and direct access to nearby residential communities and patrons.

- (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 approved commercial establishment is intended to operate within and beyond standard daytime business hours, which will support activity on the site during both daytime and evening periods. The extended hours of operation will provide additional food service options for nearby residents and employees and contribute to maintaining activity and interaction for those who live, work, and visit the area.

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

The approved development provides an appropriate horizontal mix of land uses by introducing an eating and drinking establishment that complements the existing commercial use on abutting Lot 1, consistent with the development pattern anticipated in CSP-07002. The site layout establishes coordinated vehicular and pedestrian circulation between the pad sites, supporting functional integration among existing, approved, and future commercial uses. Although the DSP does not provide vertical mixed-use, the arrangement of buildings, shared access connections, and coordinated site design contribute to a harmonious development pattern, meeting the purpose of the mixed-use zone.

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

The approved development creates functional relationships among adjacent uses by providing direct pedestrian and vehicular connectivity to the existing commercial use on Lot 1 and identifying the location for future pedestrian integration with the anticipated development on Lot 3. Coordinated architectural treatments, designed to present a two-story suburban appearance, contribute to a distinctive visual character across the pad sites.

(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;

The approved development promotes efficient land planning by establishing coordinated vehicular and pedestrian circulation between the subject property and the existing commercial use on Lot 1 to the west, as reflected in the site plan's identification of the existing access connection between the two sites. This integration reduces the need for duplicative site access points from rights-of-way and supports shared internal circulation. The plan also identifies the location for a future connection to Lot 3 to the east, allowing the anticipated development on that lot to utilize the same circulation framework and reducing the number of future vehicular trips generated by independent access driveways. In addition, the applicant anticipates opportunities for coordinated SWM with the future development of Lot 3.

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

The subject property provides an appropriate location for market driven retail and service uses that complement surrounding development. The existing residential communities to the west and north support a customer base for such commercial activity. The approved eating and drinking establishment, together with the adjacent food and beverage store and gas station on Lot 1, will offer services that meet the needs of nearby residents and contribute to continued economic activity in 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.

The approved DSP reflects the intended flexibility of architectural design through the incorporation of the applicant's unique branding within the building form, while also maintaining a consistent two-story suburban

appearance across the pad sites. Landscaping, signage, pedestrian connections, and architectural treatments applied to both the approved building on Lot 2 and the existing building on Lot 1 provide visual and functional continuity between the uses. In addition, shared access points and coordinated infrastructure support unified and efficient physical planning.

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

The sector plan designates the property as part of an activity center, envisioned as a commercial area with retail and employment components supporting surrounding neighborhoods. While the approved use is not a mixed-use development, it remains consistent with the sector plan's economic development direction by introducing new commercial activity on a currently vacant site. The sector plan describes activity centers as locations intended to support medium- to high-density commercial and employment uses, and the approved eating and drinking establishment contributes to those goals by generating new economic activity and supporting job creation, consistent with the economic strategies intended.

- (3) The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

The approved eating and drinking establishment fronts on Ritchie Marlboro Road and is located along the roadway frontage, providing an outward orientation that will be visually integrated with future adjacent development to the east. The approved development is intended to help catalyze community improvement and rejuvenation by providing a convenient quick-service eating and drinking establishment for the village center area.

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

The previously approved CSP and PPS anticipated the commercial uses provided across the three pad sites, including the lot subject to this DSP. The approved development complements the existing food and beverage store and gas station on Lot 1. The building is also architecturally compatible, incorporating a two-story façade treatment that aligns with the established character of the development on Lot 1.

- (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;**

As envisioned in the sector plan, the subject property and the property to the west represent a mix of uses that will make up the village center area. The mix of uses, arrangement of structures, and other improvements reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability.

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

The applicant has not intended staged development. The development is designed to be self-sufficient while allowing for effective integration with the existing food and beverage store and gas station on Lot 1, and anticipated future development on Lot 3.

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

The applicant intends to install a sidewalk along the roadway frontage to create a convenient pedestrian system integrated into the overall village center. Internal circulation and sidewalks will further contribute to a pedestrian-friendly environment within the Dunkin' development and provide connectivity to future development on Lot 3. An outdoor seating area directly adjacent to the building will accommodate up to two tables and is intended to encourage pedestrian activity at this location.

- (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 approved DSP and architectural elevations present site and building designs that provide appropriate human-scale and high-quality design. A variety of building materials and architectural elements are provided to create visual interest. In conjunction with the approved landscaping and outdoor seating, this will help create an environment that will facilitate a gathering place for patrons.

- (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 its finding during its review of subdivision plats.

The subject application is a DSP; therefore, this requirement is not applicable.

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

Based on a review of the transportation and public facility requirements, the subject DSP is determined to continue to be adequately served by existing and planned public facilities. The applicable roadway, access, pedestrian, and multimodal improvements identified in the prior CSP-07002 and PPS 4-07057, and in the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) requirements, remain valid and are either already constructed or will be evaluated at the time of permitting or final plat. Furthermore, the approved development application does not exceed the established trip cap. The existing Lot 1 development generates 62 AM and 95 PM peak-hour trips. The approved development will generate 11 AM and 1 PM peak hour trips, which is a total of 73 AM and 96 PM peak hour trips.

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

This requirement is not applicable because the subject property is 1.35 acres and is not intended as a mixed-use planned community.

- d. Section 27-274(a) of the prior Zoning Ordinance provides site design guidelines for a DSP. The applicable design guidelines are described as the following:

(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 approved DSP generally locates parking to the side and rear of the building, consistent with this guideline that parking lots should be provided behind or beside structures. Although three parallel parking spaces are located along the Ritchie Marlboro Road frontage, the Planning Board finds these acceptable and note that the required Section 4.6 landscaping is exceeded.

Parking spaces are situated as close as practicable to the uses they serve, with the majority, including the required Americans with Disabilities Act (ADA) parking space, positioned adjacent to the sidewalk directly abutting the building entrance to ensure safe and convenient pedestrian access.

The parking aisles are oriented to minimize pedestrian crossings, to the greatest extent feasible, while accommodating the internal circulation pattern associated with the drive-through lane.

The DSP meets the requirements of Section 4.3 of the Landscape Manual, and green areas and landscaped islands are provided throughout the site to break up pavement and avoid large, uninterrupted expanses.

(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.**

As the approved building contains less than 2,000 square feet of GFA, a loading space is not required for this use. Nevertheless, the DSP provides one loading space at the southeast corner of the property, fully screened from Ritchie Marlboro Road by the building and the landscaping along the frontage. A truck turning exhibit was provided and demonstrates that the loading space is sited so that larger vehicular movement will avoid conflicts with on-site circulation and maintain all required driveway aisle widths. It is clearly marked and separated from all provided parking areas.

(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 DSP provides a safe, efficient, and convenient circulation system for both vehicles and pedestrians. The single, right-in/right-out driveway entrance along Ritchie Marlboro Road is designed to minimize conflict with offsite traffic and provides a safe transition into the site, consistent with prior approvals and the established access configuration for the three pad sites. Adequate space for queuing is demonstrated through the applicant's stacking exhibit, which shows capacity for four cars stacking from the order box and nine cars stacking from the window, ensuring that stacking will be contained within the site and limiting impact within the larger internal circulation of the development. The drive-through lane is designed with adequate queuing capacity and is located along the south and east sides of the building, separate from primary pedestrian routes to avoid conflicts with foot traffic.

Vehicular circulation patterns are arranged to allow traffic to move efficiently through the parking areas, as well as to discourage excessive speeds and the use of the parking areas as through access-drives.

Internal circulation is further supported by directional signage, pavement markings, and clearly defined drive-through routing. A designated parcel pickup area is not required for this use; however, all customer activity areas are integrated into the overall circulation system to avoid operational conflicts.

Pedestrian accommodations are provided throughout the site, including 5- to 6-foot-wide sidewalks that connect to the public right-of-way, parking areas, and the building entrance. Pedestrian and vehicular routes are separated, to the greatest extent practicable, and are clearly delineated. Crosswalks are used to identify pedestrian crossings across vehicular lanes, and the pedestrian network is fully ADA-compliant, providing barrier-free pathways and direct access to the main entrance and outdoor seating area.

(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.**

Lighting for this DSP has been discussed in Finding 6 above, demonstrating adequate illumination for users and for the site in the evening, in accordance with these requirements.

(4) Views.

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

Although the site lacks adjacent public areas with notable scenic views, the DSP includes landscaping and related streetscape elements to create an aesthetically pleasing frontage along Ritchie Marlboro Road. Given that the subject property lacks any natural scenic views to preserve, the approved layout successfully enhances visual interest for passing motorists and pedestrians by creating an active street frontage.

(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 approved DSP provides green areas throughout the site that are accessible and integrated into the overall layout to maximize their function and facilitate maintenance. A centrally located green area intended for pedestrian use is provided within the middle of the site and is enhanced with two benches. Additional landscaped areas are dispersed throughout the development, including along the frontage, within interior parking areas, and at the rear, serving as passive visual buffers that break up built elements, provide SWM facilities, and soften the appearance of paved areas. Although the site does not contain significant natural features, the landscape design meets the requirements of the Landscape Manual and the Prince George's County Tree Canopy Coverage Ordinance.

- (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 contains no regulated environmental features (REF). Therefore, there are no impacts to REF as a result of this DSP application.

- (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 approved DSP provides a coordinated set of site amenities, including light fixtures, benches, tables with built-in seating, trash receptacles, bicycle racks, and bollards. The materials, colors, and scale of these elements are consistent with the architectural character of the building and contribute to a unified site design. Amenities are placed so they remain visible and accessible while avoiding conflicts with pedestrian circulation, with adequate space provided around each amenity.

All amenities are constructed of steel, a durable, low maintenance material and are protected from vehicular intrusion through the use of curbing and landscaping. No kiosks or similar focal point structures are provided, which is appropriate given the intended suburban design character of the development. The site amenities are also appropriately scaled and accessible, supported by an ADA-compliant pedestrian network that connects the building entrance, the ADA parking space, and the adjoining site.

(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.**

All grading will comply with applicable regulations and the approved SWM plan. The development is designed to minimize excessive grading and incorporate drainage features that limit visibility from public areas. The visibility of these drainage features will be further reduced through the use of landscaping and plantings around these areas.

(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.**

The DSP locates service areas, including the loading space and trash facilities, at the southeast corner of the site, positioned behind the approved building and away from Ritchie Marlboro Road, consistent with the guideline to site service functions away from primary roads. The location provides convenient access to the building while remaining unobtrusive to public views. The service areas are fully screened by the building and frontage landscaping, and the trash enclosure is designed with materials and detailing compatible with the primary structure, as

shown in the DSP. Due to the development consisting of a single commercial building, a service courtyard formed between multiple buildings cannot be accommodated on this site.

The loading and trash areas are grouped together in a consolidated service location separated from parking areas and internal circulation routes, ensuring that service functions do not conflict with on-site pedestrian or vehicular circulation.

(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 subject DSP provides a centrally located public space situated near the building entrance. This area includes both bench seating and tables with built-in seating. While umbrellas are to be provided for shade and wind protection, the applicant did not submit details; therefore, the Planning Board is conditioning the submission of umbrella details prior to certification.

The public space is readily accessible from the parking areas and the internal sidewalk network, with direct pedestrian connections to the public right-of-way and to the development on Lot 1. When considered in the context of the existing development to the west and the anticipated development of Lot 3 to the east, as envisioned in CSP-07002, the arrangement of public spaces across the three pad sites supports the

intended mixed-use character and provides multiple locations for pedestrian activity within the overall development.

(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 a 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.**

A detailed discussion regarding architecture has been addressed in Finding 6 above.

(11) Townhouses and three-family dwellings.

This requirement is not applicable to this DSP because it does not include any townhouse or three-story dwellings.

8. Conceptual Site Plan CSP -07002: CSP-07002 was approved by the Prince George's County District Council on November 10, 2008 (PGCPB Resolution No. 08-50), subject to 15 conditions. The conditions relevant to this DSP are listed below, in **bold** text. The Planning Board's analysis of the CSP's conditions follows each one, in plain text:

5. The following standards shall apply to and be reflected on all detailed site plans for commercial/retail buildings on the property. Said standards shall be interpreted to allow for either a single user of the entire site or up to three individual pad site users. At the time of detailed site plan review, the Planning Board may make modifications to the Development Standards without the need to amend the conceptual site plan if the Planning Board finds such modification is appropriate and consistent with the character and quality of the development envisioned by the conceptual site plan and the Westphalia Sector Plan.

- a. Any building located on the western portion of the site shall be visually parallel to Sansbury Road and the closest building corner shall be set back 15-25 feet from the ultimate right-of-way line.**

This condition was previously evaluated and found to be satisfied under PGCPB Resolution No. 16-71, as the western portion of the site was the subject of that application.

b. Provision of parking between building(s) and Ritchie Marlboro Road (from the Sansbury Road intersection to the first entrance along Ritchie Marlboro Road) shall be evaluated based on the following:

- (1) Consistency with the goals and standards of the Westphalia Sector Plan.**
- (2) The location of the building.**
- (3) The needs of the site's ultimate users.**
- (4) The location, size, and appearance of future corner gateway feature(s).**

The building is positioned on a site frontage that includes existing 8-foot-wide sidewalks and internal circulation linking the project to adjacent commercial development. This placement allows the building to remain visible from the roadway while enabling safe pedestrian and vehicular movement through the site. The frontage layout allows for landscaping in excess of required standards, complemented by pedestrian-scale signage that helps screen and blend the front parking area into the corridor's visual character.

The needs of the site's ultimate users further support the approved parking arrangement. As a 1,282-square-foot eating and drinking establishment with drive-through service, the development requires adequate short-term parking and circulation space to accommodate high-turnover customer visits. This arrangement aligns with the sector plan's acknowledgement that parking demand varies by use type, including the need for short-term retail parking. At the same time, the presence of crosswalks and internal pedestrian connections ensures that parking placement does not compromise pedestrian access or safety.

Finally, the parking configuration has been evaluated in relation to the location, size, and appearance of future gateway features. The site lies within a designated gateway area identified in the sector plan, and existing brick and stone gateway signage is already present near the intersection of Ritchie Marlboro Road and Sansbury Road. The DSP strengthens this gateway presence by incorporating signage that mimics the decorative stone veneer of the existing Westphalia gateway signage and wall.

c. If any parking is provided between the building(s) and the Ritchie Marlboro Road right-of-way, the parking shall be buffered with appropriate screening and/or landscape features such as decorative fencing, masonry walls, and plantings along Ritchie Marlboro Road that also serve to visually connect the site to the overall gateway center features.

As the DSP provides three parking spaces between the building and the Ritchie Marlboro Road frontage, the applicable condition requires that these spaces be buffered with appropriate landscape and/or screening features. Per Section 4.6 of the Landscape Manual, a minimum 20-foot-wide landscape bufferyard is provided, and although only 114 plant units are required, the DSP includes 175 plant units—exceeding the requirement by 61 units—providing thorough screening of the parking spaces from Ritchie Marlboro Road.

- d. Any drive-through kiosks, canopies, or windows shall be physically and visually integrated into the main building.**

This condition was modified with the approval of CSP-07002-01 by the Prince George’s County Planning Board. See Finding 9 below for a discussion of the modified requirement.

- e. Building(s) must be multistory or provide a visual appearance of being at least two stories in height.**

The architectural design incorporates oversized windows, varied façade materials, and vertical elements that create a visual height consistent with a two-story building. These features are applied primarily to the portions of the building that frame customer access and face the public right-of-way, providing an appropriate human scale and ensuring compatibility with the existing development on Lot 1. Collectively, these elements allow the building to present the intended multistory appearance.

- f. Off-street parking shall not be permitted between any building on the westernmost lot and Sansbury Road.**

This condition was previously evaluated and found to be satisfied under PGCPB Resolution No. 16-71, as the westernmost lot of the site was the subject of that application.

- 9. Conceptual Site Plan CSP-07002-01:** CSP-07002-01 was approved by the Planning Board on June 26, 2025 (PGCPB Resolution No. 2025-046), subject to two conditions. The conditions relevant to this DSP are listed below, in **bold** text. The Planning Board’s analysis of the CSP’s conditions follows each one, in plain text:

- 1. The conditions of approval from the original Conceptual Site Plan CSP-07002, as documented in the Prince George’s County District Council decision dated November 10, 2008, shall remain in full force and effect. However, Condition 15 shall be deleted and rendered null, and subitem (d) of Condition 5 shall be modified and replaced with the following:**

- (d) Any drive-through canopies or windows shall be physically and visually integrated into the main building. Ordering kiosks, menu boards, and other informational signage needed to safely direct drive-through customers may be permitted and will be further reviewed at the time of detailed site plan.**

One of the drive-through canopies above the pickup window is integrated into the building. However, at the ordering point, a freestanding canopy is provided; this structure is not permitted under the applicable condition and, therefore, cannot be supported by the Planning Board. Since the freestanding canopy also serves as the housing for the speaker and ordering system with microphone, its removal necessitates an alternative method for accommodating this equipment. A condition is included herein requiring removal of the freestanding canopy and the redesign of the menu board and speaker as needed.

- 2. At the time of detailed site plan, for any use proposed with drive-through service, the following additional development standards shall apply:**
- a. Notwithstanding adequate queuing shall be provided, only one ordering/queuing lane shall be permitted per establishment with drive-through service, unless modified by the Planning Board at the time of detailed site plan.**
 - b. Outdoor seating areas shall be protected from idling vehicles, such as through building shielding or strategic locations, to avoid exposure to potential greenhouse gas emissions.**
 - c. The site shall be designed with emphasis on pedestrian accommodations, as provided on page 30 of the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment*.**

The approved DSP provides a single ordering and queuing lane consistent with the condition and demonstrates adequate on-site stacking capacity. The applicant has submitted an exhibit showing queuing for four vehicles from the order box, and nine vehicles from the window, confirming sufficient queuing without conflict with internal circulation.

Outdoor seating is strategically located on the west side of the building, away from the drive-through operations, which are situated along the south and east sides. This placement provides functional separation from idling vehicles and aligns with the requirement to protect seating areas from emissions.

An 8-foot-wide sidewalk along the frontage of Ritchie Marlboro Road, and internal sidewalks with ADA curb ramps and crosswalks at vehicular crossings, provide pedestrian accommodation. Both bench and table seating are provided for customers and pedestrians. The seating area includes a dedicated pad with round tables, with built-in seating. While umbrellas are to be provided per the applicant, detailed specifications were not provided; therefore, a condition is included herein to include umbrellas at the table.

- 10. Preliminary Plan of Subdivision 4-07057:** PPS 4-07057 was approved by the Planning Board on April 24, 2008 (PGCPB Resolution No. 08-51), subject to 14 conditions. Conditions relevant to this DSP are listed below, in **bold** text. The Planning Board's analysis of the conditions follows each one, in plain text:

- 2. A Type II tree conservation plan shall be approved with the detailed site plan.**

A Type II tree conservation plan was approved with the subsequent DSP.

- 3. Development of this site shall be in conformance with the Stormwater Management Concept Plan, 38441-2006-00, and any subsequent revisions.**

Since the approval of SWM Concept Plan 38441-2006-00, there have been subsequent approved SWM concept plan revisions. The most recent revision is SWM Concept Plan SIT-00602-2024. A copy of the approved SWM Concept Plan (SIT-00602-2024) was submitted with this application. During the review of this DSP, revisions to the site layout resulted in inconsistencies with the previously approved SWM concept plan. As a result, the SWM concept plan must be updated to reflect the current DSP and will need to be revised at the time of permitting.

- 5. An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.**

A condition is provided herein that a note be added to the DSP stating the above requirement.

- 7. The final plat shall carry a note that direct vehicular access to Ritchie Marlboro Road from Lot 1 is denied, and that direct vehicular access from Lots 2 and 3 to Ritchie Marlboro Road combined shall be limited to two and are authorized pursuant to Section 24-121(a)(3) of the Subdivision Regulations. All other access shall be denied along Ritchie Marlboro Road. The existing access easement (Liber 17172 folio 049) serving Parcel 140 to the east shall be included when counting the total number of authorized points of access to Ritchie Marlboro Road for Lots 2 and 3 unless abandoned.**

One access for Lot 2 is provided from Ritchie Marlboro Road. Access for Lot 3 will be evaluated during the review of the future DSP application for that lot.

- 8. The proposed development shall be limited to a mix of uses where the net new trips shall not exceed 207 AM and 269 PM peak-hour trips. Any development generating an impact greater than that identified herein above shall require an additional preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

The approved development application does not exceed the established trip cap. The existing development on Lot 1 generates 62 AM and 95 PM peak-hour trips. The approved development with this application will generate 11 AM and 1 PM peak hour trips, which is a total of 73 AM and 96 PM peak hour trips. This condition has been met.

14. **Prior to submittal of the detailed site plan for this property the applicant shall demonstrate that the existing house on the subject property has been photographed and recorded on the Maryland Inventory of Historic Properties form. The documentation shall be submitted to staff of the Historic Preservation and Public Facilities Planning Section.**

All buildings that were present on the property were documented within the final Phase 1 archaeology report; therefore, this condition has been satisfied.

11. **Detailed Site Plan DSP-08043:** DSP-08043 was approved by the Planning Board on July 9, 2009 (PGCPB Resolution No. 09-98), subject to one condition, which is not applicable to the subject DSP.
12. **Detailed Site Plan DSP-08043-01:** DSP-08043-01 was approved by the Planning Board on June 9, 2016 (PGCPB Resolution No. 16-71), subject to one condition, which is not applicable to the subject DSP.
13. **2010 Prince George's County Landscape Manual:** The application is subject to the requirements of Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The submitted landscape plans are in conformance with the requirements.

The subject DSP has frontage on Ritchie Marlboro Road, which is designated as a historic right-of-way within the Developing Tier. As a result, a minimum 20-foot-wide buffer planted with at least 80 plant units per 100 linear feet of frontage (excluding driveway openings) is required per Section 4.6 of the Landscape Manual. The applicant is now fully meeting these requirements; therefore, the previously requested alternative compliance is no longer necessary. A condition is included herein requiring removal of all references to the alternative compliance from the plans.

14. **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 because the property had a tree conservation plan that was accepted for review before June 30, 2024. The property shall conform to the environmental regulations of the 1993 Woodland Conservation Ordinance. A Type II Tree Conservation Plan, TCPII-021-09-01, was previously approved for the site and requires no revision with this application. This DSP can be found in conformance with the prior approved TCPII-021-09-01.

No clearing of woodland is intended with this application. The woodland conservation requirements were addressed with the prior TCPII-021-09-01 and DSP reviews. As such, if subsequent development review applications require additional clearing, woodland conservation requirements will be analyzed at that time.

15. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that provide more than 2,500 square feet of gross floor area, or disturbance, and requires a grading permit. However, Prince George's County Council Bill CB-046-2025 notes that, "Landscape plans demonstrating conformance to this Division approved as part of a permit or an entitlement case or entitlement cases subject to the Transitional Provisions of the Zoning Ordinance (Section 27-1700) or Subdivision Regulations (Section 24-2700) shall be subject to the regulations in place at the time of approval of any grandfathered permit or grandfathered development application." Though that provision is available, the site provides conformance to its current zoning, RMF-48, and the increased tree canopy coverage (TCC) percentage required. Properties zoned RMF-48 are required to provide a minimum of 20 percent of the net tract area covered by tree canopy. The area of the subject site is 1.35 acres in size, and the required TCC is 0.27 acre, or 11,761 square feet. This requirement is met through the approved landscaping.
16. **Referral Comments:** The subject DSP was referred to the concerned agencies and divisions. The Planning Board has reviewed and adopted referral comments that are incorporated herein by reference and are summarized, as follows:
 - a. **Historic Preservation**—In a memorandum dated February 4, 2026, an evaluation of the application was provided, stating that the sector plan contains goals and policies related to historic preservation (pages 66 to 68). However, these are not specific to the subject site, or applicable to the approved development. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is high. The southeastern side of the subject property contains the Chesapeake Beach Railway Prism (Documented Property PG:72-81/Archeological Site 18PR605). This portion of the subject property has previously been disturbed, so there are minimal archeological impacts from the subject application. 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 February 5, 2026 (Calomese to Cofield), an evaluation of the application was provided, stating that pursuant to prior Subtitle 27, Part 3, Division 9, Subdivision 3, of the Prince George's County Code, master plan conformance is required for this application. The subject DSP generally conforms with the recommendations stated in the sector plan and meets the policies regarding the quality and aesthetics of building materials and their architectural variety, the consolidation and limitation of entrances to the site from major roadways, the provision of sidewalks, and sitting areas. In addition, this application is consistent with the 2014 *Plan Prince George's Approved General Plan's* economic prosperity goal, which is to "create a diverse, innovative, and regionally competitive economy that

generates a range of well-paying jobs and strategically grows the tax base” (page 121). This application meets these goals by providing and expanding employment opportunities within the County.

- c. **Subdivision**—In a memorandum dated January 15, 2026 (Palmer to Cofield), it is noted that the subject property received an automatic certificate of adequacy, in accordance with Section 24-4503(a)(1) of the Prince George’s County Subdivision Regulations, effective April 1, 2022, for a period of 12 years.
- d. **Transportation Planning**—In a memorandum dated January 30, 2026 (Wilson to Cofield), the following comments were offered:

Master Plan Compliance

The site is subject to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (sector plan).

Right-of-Way

Ritchie Marlboro Road (A-39): 120-foot right-of-way

The MPOT and sector plan recommend the above right-of-way, which is identified on plan Sheets 4 and 5.

Pedestrian and Bicycle Facilities

Ritchie Marlboro Road (A-39): Shared-use side path and on-road bicycle facilities

The MPOT and sector plan designate Ritchie Marlboro Road as a shared-use path and bicycle lane facility. However, PPS 4-07057 and DSP-08043-01 approved the existing 8-foot-wide sidewalk along the frontage of Ritchie Marlboro Road to meet the intent of the MPOT and area master plan.

Recommendations, Policies, and Goals

MPOT Complete Streets Policies:

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.

Plan Sheets 4 and 5 identify an 8-foot-wide sidewalk along the frontage of Ritchie Marlboro Road, and a 5-foot-wide sidewalk and marked crosswalks through the site and around the perimeter of the building, to accommodate

multimodal use to and throughout the site. These facilities meet the intent of the policy. The site also includes bicycle parking to accommodate eight bicycles.

The sector plan includes the following goals and policies (page 43):

Policy 3: Provide appropriate trails and bicycle and pedestrian facilities throughout the Westphalia area.

Plan Sheets 4 and 5 identify an 8-foot-wide sidewalk along the frontage of Ritchie Marlboro Road, and a 5-foot-wide sidewalk and marked crosswalks through the site and around the perimeter of the building to accommodate multimodal use to and throughout the site. These facilities meet the intent of the policy. The site also includes bicycle parking to accommodate eight bicycles.

- e. **Environmental Planning**—In a memorandum dated January 30, 2026 (Kirchhof to Cofield), the following comments were offered:

Natural Resources Inventory

In conformance with Section 27-276(b)(4) of the prior Zoning Ordinance, an approved natural resources inventory plan is not required with this application because the site does not contain regulated environmental features (REF) or specimen trees.

Specimen Trees

Specimen trees on-site were removed with prior PPS 4-07057. No specimen trees are located in the geographic area of this application, and no specimen tree removals are requested.

Regulated Environmental Features

The site does not contain any REF and no impacts to REF are provided with this application.

Stormwater Management

In accordance with Section 27-273(e)(14) of the prior Zoning Ordinance, an approved Site Development Concept Plan (SIT-00602-2024) and associated letter were submitted with the current application and are valid until September 10, 2028. The approved stormwater concept plan shows the use of drywells and bio-retention devices. No further information pertaining to SWM is required at this time.

Soils

This application was reviewed for unsafe land restrictions. The predominant soils found to occur according to the United States Department of Agriculture Natural Resource Conservation Service Web Soil Survey include the Marr-Dodon complex, Collington-Wist complex, Downer-Hammonton complex, and Annapolis fine sandy loam. According to available mapping information, unsafe soils containing Marlboro clay or Christiana clay do not occur on this property. This information is provided for the applicant's benefit.

Erosion and Sediment Control

An approved grading, erosion, and sediment control plan for the development shall comply with the requirements for sedimentation and erosion control, in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of the Prince George’s County Code/Chapter 21A, Article I, Soil, Erosion, and Sedimentation Control, of the Bowie City Code. The County requires the approval of an erosion and sediment control plan. The approved erosion and sediment control plan shall be submitted at the time of permitting.

- f. **Permits**—In a memorandum dated January 30, 2026 (Greenwall to Cofield), it is noted that there are no additional comments for this development.
- g. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated January 20, 2026 (Abdullah to Cofield), DPIE noted that subject DSP is inconsistent with the SWM Concept Plan (SIT-00602-2024) and that the concept plan is to be revised accordingly. DPIE also provided additional comments which will be addressed at the time of permitting.
- h. **Prince George’s County Fire/EMS Department**—In a memorandum dated January 5, 2026 (Reilly to Cofield), the Fire/EMS Department indicated that, because the building will be equipped with a fire sprinkler system, all fire department connections must be located within 200 feet of a fire hydrant and positioned on the front address side of the building, in accordance with Section 4-167 of the County Code. The submitted plans do not show the distance between the hydrant and the fire department connection to confirm compliance; therefore, a condition is included herein.
- i. **Prince George’s County Health Department**—In a memorandum dated January 5, 2026 (Adepoju to Cofield), the Health Department noted that noise and dust should not be allowed to adversely impact activities on the adjacent properties during the construction phase. Adherence to construction standards will be required by DPIE at the time of permitting.
- j. **Prince George’s County Soil Conservation District (PGSCD)**—PGSCD did not offer comments on the subject DSP.
- k. **Prince George’s County Police Department**—The Police Department did not offer comments on the subject DSP.
- l. **Prince George’s County Department of Public Works and Transportation (DPW&T)**—DPW&T did not offer comments on the subject DSP.
- m. **Washington Suburban Sanitary Commission (WSSC)**—WSSC did not offer comments on the subject DSP.

17. **Community Feedback:** As of the writing of this resolution, the Planning Board did not receive any inquiries from the community regarding the subject DSP.
18. **Planning Board Hearing:** The Planning Board held a public hearing on this application on March 5, 2026. At the hearing, and in rendering its decision, the Board considered all written and oral testimony, along with all exhibits submitted according to the Planning Board's procedures.

Prior to the hearing, the applicant submitted two exhibits, Applicant Exhibit 1 and Applicant Exhibit 2, from the Little Washington Civic Association and the Greater Morning Star Church, both expressing support for the approved development.

19. Based on the foregoing analysis, and as required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, as approved with the conditions below, represents a most reasonable alternative for satisfying the site design guidelines of prior 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.
20. As required by Section 27-285(b)(2) of the prior Zoning Ordinance, the DSP is in conformance with the approved CSP-07002 and CSP-07002-01 applications.
21. Section 27-285(b)(3) of the prior Zoning Ordinance does not apply to this DSP because it is not a DSP for infrastructure.
22. As required by Section 27-285(b)(4) of the prior Zoning Ordinance, the Planning Board may approve a DSP if it finds that the REF have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirement of Section 24-130(b)(5) of the prior Subdivision Regulations. The subject site does not contain any REF within the application area.

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 Detailed Site Plan DSP-24017 for the above-described land, subject to the following condition:

1. Prior to certification, the applicant and the applicant's heirs, successors, and/or assignees shall revise the detailed site plan, as follows, or provide the specified documentation:
 - a. Provide the floor plan for the building.
 - b. Add mounting details for the building-mounted signage to the plans.
 - c. Provide a signage schedule that includes area calculations for each sign and the total signage for the subject site.
 - d. Add details of the light pole foundation and installation.

- e. Remove all references to alternative compliance from the plans.
- f. Add the lot coverage of the development to the general notes on the coversheet of the plan set.
- g. Add umbrellas at the outdoor tables.
- h. Remove the freestanding canopy within the drive-through and revise the speaker and menu board as needed.
- i. Add a note to the plans in accordance with Condition 5 of Prince George's County Planning Board Resolution No. 08-51.
- j. Label Lot 2 with the recording final plat reference as Plat Book SJH 246 Plat No. 29.
- k. List Preliminary Plan of Subdivision 4-07057 as a prior development approval applicable to the subject property.
- l. Note the location of any provided fire department connection for the structure and the maximum 200-foot distance to a fire hydrant, in accordance with Section 4-167 of the Prince George's County Code.

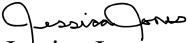
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

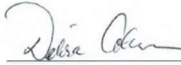
This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Okoye, with Commissioners Geraldo, Okoye, and Barnes voting in favor of the motion at its regular meeting held on Thursday, March 5, 2026, in Largo, Maryland.

Adopted by the Prince George's County Planning Board this 26th day of March 2026.

Darryl Barnes
Chairman

By 
Jessica Jones
Planning Board Administrator

DB:JJ:DC:ac


Approved for Legal Sufficiency
M-NCPPC Office of General
Counsel

Dated 3/19/26