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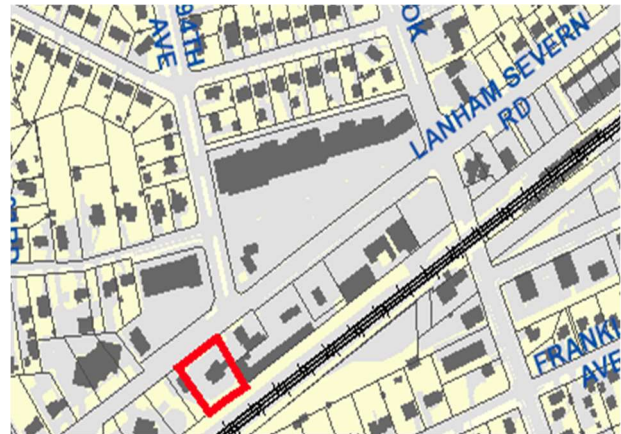
Detailed Site Plan

9395 Lanham Dunkin

DSP-23034

REQUEST	STAFF RECOMMENDATION
Development of an approximately 2,427-square-foot eating and drinking establishment with drive-through service.	APPROVAL with conditions

Location: On the south side of MD 564 (Lanham-Severn Road), approximately 910 feet west of its intersection with Seabrook Road.	
Gross Acreage:	0.61
Zone:	NAC
Zone Prior:	C-M
Reviewed per prior Zoning Ordinance:	Section 27-1903(c)
Dwelling Units:	0
Gross Floor Area:	2,427
Planning Area:	70
Council District:	03
Municipality:	N/A
Applicant/Address: GN Seabrook LLC 10836 Rockland Drive, Laurel, MD 20723	
Staff Reviewer: Natalia Gomez-Rojas Phone Number: 301-780-8116 Email: natalia.gomezrojas@ppd.mncppc.org	



Planning Board Date:	05/30/2024
Planning Board Action Limit:	06/03/2024
Staff Report Date:	05/14/2024
Date Accepted:	03/25/2024
Informational Mailing:	01/22/2024
Acceptance Mailing:	03/19/2024
Sign Posting Deadline:	04/30/2024

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

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-23034
9395 Lanham Dunkin

The Urban Design Section 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 technical staff report.

EVALUATION CRITERIA

This property is within the Neighborhood Activity Center (NAC) Zone and was previously located within the Commercial Miscellaneous (C-M) Zone. This detailed site plan is reviewed pursuant to the prior Prince George's County Zoning Ordinance, in accordance with the Transitional Provision in Section 27-1903(c) of the current Zoning Ordinance. Staff considered the following in reviewing this detailed site plan:

- a. The prior Prince George's County Zoning Ordinance for the Commercial Miscellaneous (C-M) Zone, and site design guidelines;
- b. The 2010 *Prince George's County Landscape Manual*;
- c. The Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- d. The Prince George's County Tree Canopy Coverage Ordinance;
- e. Referral comments; and
- f. Community feedback.

FINDINGS

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

1. **Request:** The subject detailed site plan (DSP) requests approval to retrofit an existing, vacant 2,427-square-foot structure with a drive through, as well as the associated site improvements for an eating and drinking establishment with a drive-through service.

2. Development Data Summary:

	EXISTING	PROPOSED
Zone (s)	NAC (prior C-M)	NAC (prior C-M)
Use(s)	Vacant building previously used as a bank	Eating or drinking establishment with drive-through service
Gross acreage	0.61	0.61
Parcels	1	1
Gross floor area (sq. ft.)	2,427	2,427

Parking Requirements (Per Section 27-568(a) of the prior Zoning Ordinance)

	Required	Provided
Eating or drinking establishment with drive-through service: 1 space per 3 seats for 14 seats, plus 1 space per 50 sq. ft. of GFA for 250 GFA	10	11
Total	10	11
90-degree nonparallel (9.5 feet x 19 feet)	-	11
Handicap van-accessible (included in the total number of required and provided parking spaces)	1	1

Loading Spaces (Per Section 27-582(a) of the prior Zoning Ordinance)

	Required	Provided
Loading spaces for commercial use (12 feet x 33 feet)	1	1

Bicycle Spaces

This DSP includes two U-shaped bicycle racks, which are located at the building entrance, to support a multimodal system of service.

- 3. Location:** The subject site is in Planning Area 70 and Council District 3. Geographically, it is located on the south side of MD 564 (Lanham-Severn Road), approximately 910 feet west of its intersection with Seabrook Road.
- 4. Surrounding Uses:** The subject site is bound to the north by MD 564, with commercial uses in the NAC Zone, beyond. To the east, the site is adjacent to a gas station and other auto-oriented commercial uses zoned NAC. To the south, the subject site abuts the Pennsylvania Railroad track, with single-family detached houses in the Residential,

Single-Family-95 (RSF-95) Zone beyond. To the west is a commercial establishment also zoned NAC.

5. **Previous Approvals:** The subject property is known as Parcel A, located on Tax Map 44 in Grid D1. Parcel A was created in approximately 1958 and recorded in Plat Book WWW 32 page 54 in 1958 (5-58045). The existing building on the property was built prior to 1977.

The property is subject to Preliminary Plan of Subdivision (PPS) 12-2366, for which no records are available. Based on the proposed development, a new PPS and final plat are not required at this time. Pursuant to Section 24-111(c)(2) of the prior Subdivision Regulations, resubdivision of the property is not required for the proposed development, because the property was platted prior to October 27, 1970, and because total development on the property does not exceed 5,000 square feet.

6. **Design Features:** The DSP proposes to reconfigure the improvements on the subject property, which was previously used as a bank with drive-through service, as an eating and drinking establishment with a drive-through service. The 2,427-square-foot, 15-foot-tall building is roughly located in the center of the site and fronts on MD 564. It will be retrofitted and not razed, so the existing gross floor area will remain the same.

The existing building also has an associated drive through, which will be reconfigured to better serve the proposed eating and drinking establishment. One drive-through lane will be located to the east of the building, and associated parking will be distributed between the front of the building and the west side of the site, as shown in the DSP included in the application package.

Architecture

The proposed retrofit is designed to preserve and enhance elements of the existing building and to provide a strong street presence, delivering a modern aesthetic that features an open layout floor plan and large windows for more natural light. The primary entrance to the building will be maintained along the front façade of the building facing MD 564 and will be characterized by glass display windows and a roof overhang composed of wood-tone lap siding and fascia, with alternating pink and white metal trim accents. The multi-toned brick veneer and exterior finishes will contrast with the characteristically 'Dunkin' orange and pink motif, to add visual interest.



Figure 1: Proposed north elevation (Lanham Severn Road)

The existing, oversized canopy, which was previously allowed for the simultaneous service of multiple drive-through bank customers, will be removed from the eastern façade of the building and will be replaced with a canopy scaled to serve drive-through customers without detracting from the visual weight of the building's main pedestrian entrance.

The proposal will maintain a drive-through element, and the building will continue to be encircled by the drive through and drive aisles. The service window for the drive through will be situated on the east side of the building, in the location of the former teller window. Moreover, a new drive-through display and speaker post will be located at the south (rear) of the building, to allow for orders to be taken prior to proceeding to the pick-up window on the east side of the building, which will take the place of the existing teller window.

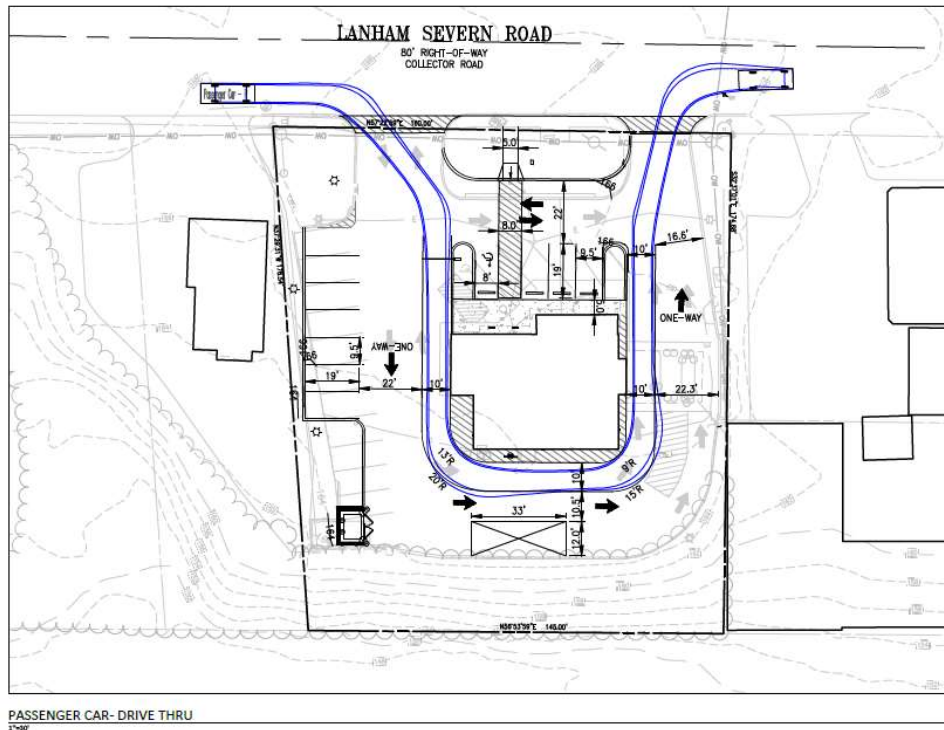


Figure 2: Passenger Car – Drive Through Circulation Plan

As shown above, the two existing access points on MD 564 will be used as the main access for the proposed establishment. A 12-foot by 33-foot loading zone will be located at the southern end of the improved area, next to existing vegetation that borders the Pennsylvania Railroad tracks. The on-site parking lot and drive aisles will also be retrofitted to better serve the proposed use. Ten parking spaces are required, and 11 will be provided, including one handicap van-accessible parking space and associated access aisle.

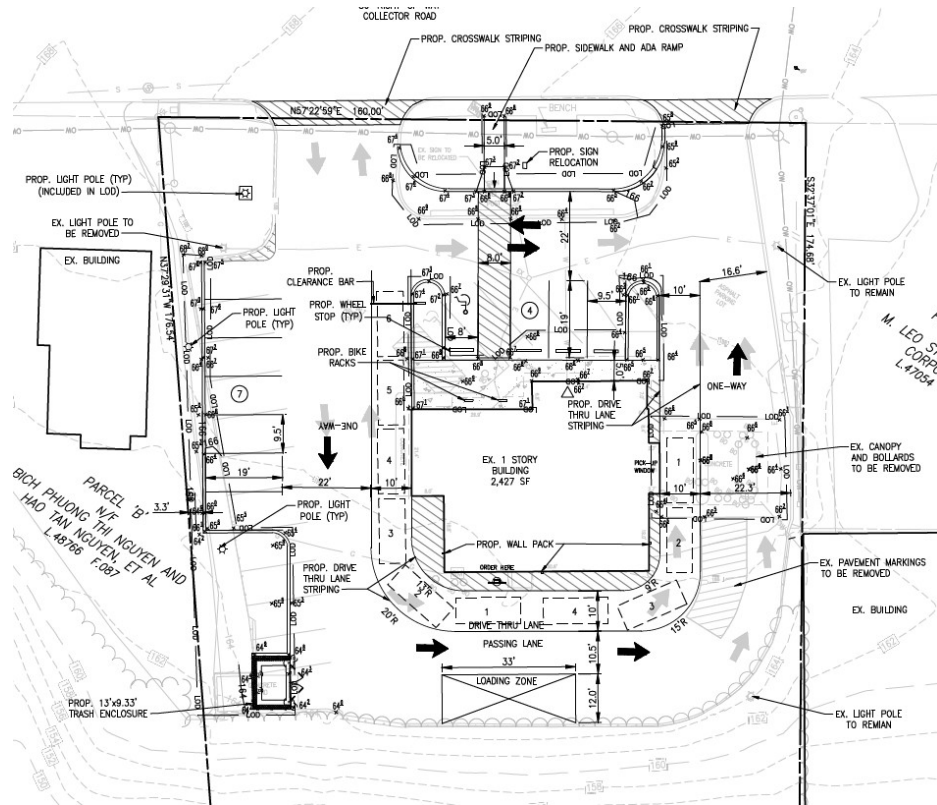


Figure 3: Proposed Detailed Site Plan

Additional proposed modifications include slight changes to curbs and pavement, as well as associated striping and markings, to accommodate safe and efficient vehicular circulation through the site and to ensure conformance to the requirements of Section 27-274(a)(2). These modifications will provide for single-direction vehicular traffic between the drive-through entrance and exit, and will allow for the accommodation of six vehicles between the entrance of the drive through and the ordering point and an additional four vehicles between the ordering point and the pick-up window, in order to prevent any conflicts between vehicles utilizing the drive through and other vehicles and pedestrians travelling through the property.

Signage

The proposal includes a 19.49-square-foot internally illuminated wall-mounted sign, facing MD 564. In addition, the applicant proposes to reuse and relocate the existing freestanding sign located on the north end of the site, adjacent to the right-of-way (ROW) of MD 564. The existing, internally illuminated sign is 15 feet in height and meets the requirements of Section 27-614 of the Zoning Ordinance, for freestanding signage. The sign will be moved slightly southeast, in order to connect the proposed sidewalks and Americans with Disabilities Act (ADA) ramp.



Figure 4: Proposed signage

Lighting

The photometric plan submitted with this application shows building-mounted and pole-mounted lighting on the site. Lighting will include existing wall pack and soft lights, which are to remain; new recessed-can downlights, within the proposed canopies and above the drive-through window; and pole-mounted lighting, to serve the western parking and entrance area.

Loading and Trashing Facilities

The subject DSP includes one loading space on the south end of the property. The plans submitted with this application show the location of the proposed dumpster. The dumpster is adequately screened with an 8-foot-high enclosure.

COMPLIANCE WITH EVALUATION CRITERIA

7. Prior Prince George's County Zoning Ordinance: The DSP application has been reviewed for compliance with the requirements of the C-M Zone, and the site design guidelines of the prior Zoning Ordinance:

a. This application is subject to the requirements of Section 27-459, C-M Zone, of the prior Zoning Ordinance as follows:

(b) Landscaping and screening.

(1) Landscaping and screening shall be provided in accordance with Section 27-450.

In accordance with Section 27-450 of the Zoning Ordinance, "Landscaping, screening, and buffering of all development in the Commercial Zones shall be in accordance with the provisions of the Landscape Manual." Compliance with the 2010 *Prince George's County Landscape Manual* (Landscape Manual) has been addressed in Finding 8 below.

(c) Uses

(1) The uses allowed in the C-M Zone are as provided for in Table of Uses I (Division 3 of this Part).

The subject DSP proposes to develop an eating and drinking establishment, with drive-through service. Per Section 27-461(b), this use is permitted by right in the C-M Zone, subject to Footnote 24. The referenced footnote requires that a DSP, in accordance with Part 3, Division 9, be approved. Therefore, this DSP is filed in accordance with this requirement.

(d) Regulations.

(1) Additional regulations concerning the location, size, and other provisions for all buildings and structures in the C-M Zone are as provided for in Divisions 1 and 5 of this Part, the Regulations Table (Division 4 of this Part), General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.

Compliance with these regulations is addressed as follows:

- The DSP complies with Off-Street Parking and Loading (Part 11) as discussed in Finding 2 above;
- The DSP complies with Signs (Part 12) as discussed in Finding 6 above;
- The DSP complies with the Landscape Manual as discussed in Finding 8 below.
- Compliance with General (Part 2) as applicable is demonstrated on the site plan included with this DSP application.
- Division 1 of Part 6 contains the purposes of commercial zones, as well as general regulations. The proposed eating and drinking establishment with a drive-through service is appropriately located to serve County residents and businesses and demonstrates compliance with the general purposes of the commercial zones. The DSP complies with all applicable general regulations in Division 1, as follows:

The following table demonstrates the projects compliance with the regulations of the C-M Zone (Division 4):

Setback	Required	Proposed
Street	10 feet (minimum)	±58 feet
Side Yard	0 feet (minimum)	±56 feet ±34 feet
Rear Yard	0 feet (minimum)	± 63 feet

- Division 5 of part 6 provides additional requirements for specific uses. There are no additional requirements for the proposed eating and drinking establishment with a drive through.
- b. 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...**

The proposed plans involve adding crosswalk markings along the frontage of MD 564 and constructing a sidewalk connection from the ROW of MD 564 to the subject site. The parking spaces are positioned in front of the building and on the west side, near the entrance, for easy accessibility and to prevent any conflicts with pedestrians.

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

One 12-foot by 33-foot loading zone is proposed at the furthest southern extent of the site's improved area, adjacent to existing vegetation at the rear of the site, which abuts the Pennsylvania Railroad tracks. The loading area is located at the back of the building, to minimize conflicts with vehicles and pedestrians, and is designed to be visually unobtrusive from MD 564.

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

The two existing access points on MD 564 will be used as the main access for the proposed establishment. Adequate space for queuing has been provided, and pavement markings clearly indicate flow patterns and lane markings. An ADA-compliant sidewalk has been designed to provide direct pedestrian access to the property along MD 564, leading into the subject site. A crosswalk striping has also

been proposed to connect the sidewalk along the site's frontage, across a drive aisle, and leading to the main entrance of the building. Crosswalks are also provided across the two vehicular access points on MD 564. There are no additional pedestrian circulation areas proposed.

As previously mentioned, the proposed modifications entail minor changes to curbs and pavement, along with associated striping and markings. These modifications aim to ensure safe and efficient vehicular circulation through the site. The plans submitted also demonstrate that both pedestrian and vehicular circulation will be safe, efficient, and convenient. This will be achieved by separating vehicular and pedestrian routes, except for designated crosswalks, where pedestrians can safely cross the vehicular route.

(3) Lighting.

(A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the design character...

Lighting for this DSP has been discussed in Finding 6 above, demonstrating an adequate variety of lighting fixtures to illuminate entrances, pedestrian pathways, drive aisles, and parking areas throughout. More importantly, the exterior light fixtures provide suitable quality of light, to enhance user safety and minimize any potential vehicular or pedestrian conflict in the evening. In addition, the light fixtures are durable and compatible with the scale, use, and architecture of the site. The pole-mounted lighting will be directed on-site to serve the southwest parking and entrance area.

(4) Views.

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

The building is situated in the center of the parcel, providing a wider view of the site and the nearby public areas. The proposed retrofit aims to maintain and improve the existing features of the building, to create an impressive street presence, while also delivering a modern and organic appeal.

In order to improve the visual appearance of the building, the oversized bank canopy on the eastern façade of the building will be replaced with a smaller one that is better suited for serving drive-through customers, without detracting from the visual weight of the building's front façade and primary entrance. The vegetation situated behind the site, between the proposed loading area and the property's southern boundary, will be retained. In addition, landscaping will be implemented as part of the development, to add

a vertical green element to the front of the property and enhance its overall appearance.

(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...**

All existing vegetated areas on-site will be preserved and additional landscaping will be implemented, according to the Landscape Manual, increasing the green space of the site.

(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...**

The business model of the proposed development is to serve food quickly, whether clients intend to dine in, take at the counter to go, or drive through. The submitted plans show the provision of bike racks at the building entrance. To enhance improvement of the MD 564 frontage and create a more attractive, coordinated development, a condition is included herein requiring the applicant to provide seating and trash receptacles within this frontage.

(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...**

Minor modifications to the site are proposed to improve circulation throughout the site, and additional development will occur primarily in areas of the site which have already been improved. The site is generally level, and minimal to no grading will occur.

(8) Service Areas.

- (A) Service areas should be accessible, but unobtrusive.**

The plans submitted with this application indicate that the proposed dumpster and one loading space are conveniently located and not obstructive. The dumpster will be accessible from both the rear exit of the building and the loading zone, which is situated away from main roads. It will be enclosed with an 8-foot-high brick wall and two heavy duty galvanized steel framed gates.

(9) Public Spaces.

- (A) A public space system should be provided to enhance a large-scale commercial, mixed-use, or multifamily development.**

This requirement is not applicable to the subject DSP because it is not considered to be a large-scale commercial, mixed-use, or multifamily 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 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 of the proposed architecture has been addressed in Finding 6 above. The architecture of the building will contribute to the variety of building forms, with a unified, harmonious use of materials and styles.

(11) Townhouses and Three-Story Dwellings.

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

- 8. 2010 Prince George's County Landscape Manual:** The application is subject to the requirements of Section 4.2, Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual.

- a. **Section 4.2, Requirements for Landscape Strips Along Streets**—Along MD 564, the applicant is using Option 2 to fulfill the requirements of Section 4.2, by providing a minimum 10-foot-wide landscape strip with an average width of at least 15 feet. The required planting is one shade tree and five shrubs per 35 linear feet of frontage. The submitted landscape plan shows conformance, as the applicant will provide 3 shade trees and 55 shrubs on the existing 105 linear feet of frontage.
- b. **Section 4.3, Parking Lot Requirements**—Section 4.3 requires a percentage of the parking lot, determined by the size, to be planting area. The parking lot area in this DSP is approximately 5,000 square feet. Option 1, in Section 4.3-1, Parking Lot

Interior Planting Requirements, requires a minimum 3-foot-wide landscape strip between the parking lot and any adjacent property line, with 15 shrubs per 35 linear feet of parking lot adjacent to a property. The submitted landscape plan shows compliance by including 34 shrubs, when 29 are required, per Section 4.3-1.

Relative to Section 4.3(c)(2), Parking Lot Interior Planting Requirements, there is no requirement for parking lots less than 7,000 square feet, such as the one in this DSP.

- c. **Section 4.4, Screening Requirements**—The site is subject to Section 4.4, which requires screening of loading spaces and trash facilities. The submitted DSP shows that both the proposed loading space and the proposed trash dumpster are located on the southern end of the site. The dumpster will be enclosed with an 8-foot-high brick wall and two heavy duty galvanized steel framed gates. The loading space will be screened from the ROW by the building.
 - d. **Section 4.9, Sustainable Landscaping**—Section 4.9 requires that a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) be native species (or the cultivars of native species). The minimum percentage of plants of each plant type, required to be native species and/or cultivars, is 50 percent for shade trees and ornamental trees, and 30 percent for evergreen trees and shrubs. Accordingly, the submitted landscape plan shows conformance to this requirement.
9. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** The site has been issued a standard exemption from the Woodland and Wildlife Habitat Conservation Ordinance (S-009-2024) because the site is less than 40,000 square feet in size and has no previous tree conservation plan approval. A Natural Resources Inventory (NRI) equivalency letter (NRI-012-2024) has been issued for the site. The NRI was issued based on the standard woodland conservation exemption and that no regulated environmental features will be impacted.
 10. **Prince George’s County Tree Canopy Coverage Ordinance:** Per Section 25-127(a), development projects that propose less than 5,000 square feet of disturbance (such as this DSP) are exempt from the Tree Canopy Coverage Ordinance.
 11. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and incorporated herein by reference:
 - a. **Historic Preservation and Archeological Review**—In a memorandum dated April 19, 2024 (Stabler, Smith, and Chisholm to Gomez), the Historic Preservation Section recommended approval without conditions.
 - b. **Community Planning**—In a memorandum dated April 25, 2024 (Clouatre to Gomez), the Community Planning Division provided an evaluation of the application stating that while master plan conformance is not a required finding for this DSP, “the applicant should consider a pedestrian-oriented site design rather than a design that is primarily for motorists, particularly given the site’s proximity to the Seabrook MARC station. The Transportation Planning Section will evaluate the applicant's proposed new design”.

In response to the recommendation above, Transportation Planning confirmed that the proposed vehicular, pedestrian, and bicycle access is acceptable and meets the findings for pedestrian and bicycle transportation purposes (see referral memo from Transportation Planning in Finding 11.c.).

- c. **Transportation Planning**—In a memorandum dated April 24, 2024 (Smith to Gomez), the Transportation Planning Section offered the following comments:

Master Plan Right of Way

The site is subject to the 2009 *Countywide Master Plan of Transportation* (MPOT) and 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment*. The property fronts MD 564 and is identified as a collector roadway (C-314) with 80-foot ROW width. No ROW dedication is being proposed with this application.

Master Plan Pedestrian and Bicycle Facilities

The MPOT facilities are not recommended with this application as they are beyond the scope of the proposed DSP. However, the site has an existing sidewalk along its frontage to facilitate connectivity to adjacent properties. The site also includes marked paths from the roadway frontage to the building and along both vehicular access points.

Parking, Loading, and Circulation

The site plan includes a sidewalk along the frontage, marked crosswalks across both access points, and a direct path to the building entrance that provides a marked pedestrian circulation. Vehicular access is proposed from two driveways along MD 564. Within the site, there is a designated lane for drive-through movement and a pass-by lane for vehicles leaving the site. The proposed development requires 10 parking spaces, of which 11 are provided, to include one ADA-accessible parking space. One loading space is provided as well. Designated space for bicycle parking is also provided near the building entrance. Staff find the pedestrian and vehicular circulation, loading area, and parking to be sufficient.

Overall, Transportation staff find that the vehicular, pedestrian, and bicycle access and circulation proposed in this DSP is acceptable and consistent with the site design guidelines pursuant to Subtitle 27 and meets the findings for pedestrian and bicycle transportation purposes.

- d. **Subdivision**—In a memorandum dated April 29, 2024 (Diaz-Campbell to Gomez), the Subdivision Section recommended one condition, which is included herein and provided the following comment:

“This property is not required to have an approved certificate of adequacy in accordance with Section 24-4503 of the Subdivision Regulations, because the proposed development is exempt from filing a new PPS and final plat in accordance with the prior Subdivision Regulations. A new PPS, as well as an associated Certificate of Adequacy (ADQ), will be required at such a time any new development is proposed which does not meet any of the exemptions from filing a PPS and final plat.”

- e. **Environmental Planning**—In a memorandum dated April 22, 2024 (Rea to Gomez), the Environmental Planning Section recommended approval of the subject DSP with no conditions.
 - f. **Permit Review Section**—In a memorandum dated April 30, 2024 (Jacobs to Gomez), the Permit Review Section provided four recommendations that have been included as conditions of approval in the Recommendation section of this report, as applicable.
 - g. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, DPIE did not offer comments on this application.
 - h. **Price George’s County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on this application.
 - i. **Prince George’s County Fire/EMS Department**—In an email dated March 25, 2024 (Reilly to Gomez), the Fire/EMS Department indicated they had no comments on the subject application.
 - j. **Prince George’s County Health Department**—In a memorandum dated April 29, 2024 (Adepoju to Gomez), the Health Department provided five recommendations with respect to health-related issues on the property. Two of these recommendations have been included as conditions of approval in the Recommendation section of this report, as appropriate, and the remaining three will have to be addressed at the time of permitting.
 - k. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, WSSC did not offer comments on this application.
12. **Community Feedback:** As of the writing of this report, staff did not receive any inquiries regarding the subject DSP from the community.
 13. Based on the foregoing analysis, and as required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, if approved with the proposed conditions below, represents a most 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 costs and without detracting substantially from the utility of the proposed development for its intended use.
 14. Section 27-285(b)(2) of the prior Zoning Ordinance is not applicable because there is no conceptual site plan.
 15. Section 27-285(b)(3) of the prior Zoning Ordinance does not apply to this DSP because it is not a DSP for infrastructure.
 16. Section 27-285(b)(4) of the prior Zoning Ordinance does not apply because the subject property does not have regulated environmental features (REF).

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Prince George's County Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-23034, for 9395 Lanham Dunkin, subject to the following conditions:

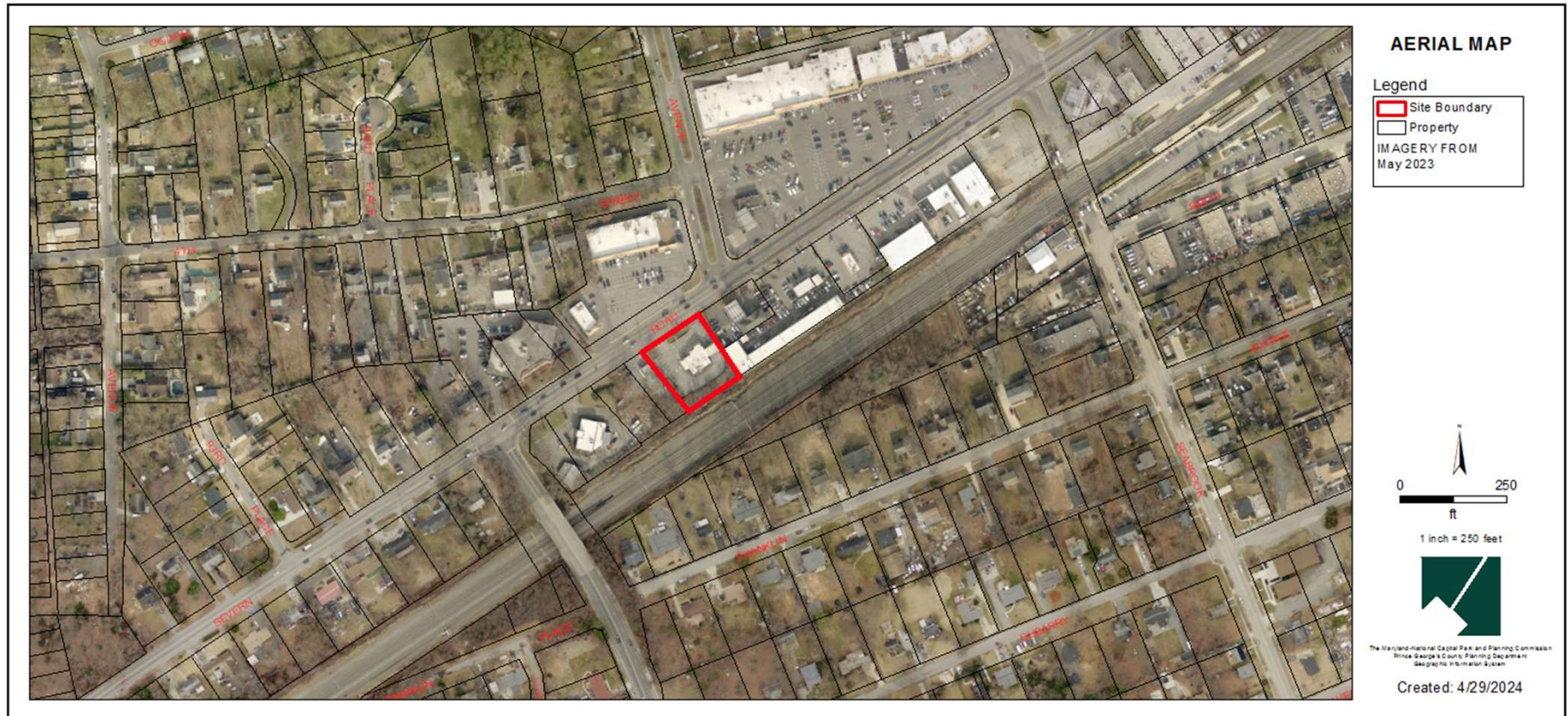
1. Prior to certification of the detailed site plan (DSP), the following revisions shall be made, or information should be provided:
 - a. Revise General Note 1 to include the plat recording reference of the subject property (Plat Book WWW 32 Plat 54).
 - b. Add the following note:

“During the construction phase, the applicant shall adhere to all applicable Prince George's County or State of Maryland regulations and laws regarding particulate matter, pollution, and noise.”
 - c. Provide seating and trash receptacles within the property's frontage.
 - d. Revise Sheet 3 to include the height of the existing building.
 - e. Revise the front elevations on Sheet 5 and Sheet 7 to be consistent.
 - f. Label the width of the provided street connections.

9395 LANHAM DUNKIN

Detailed Site Plan

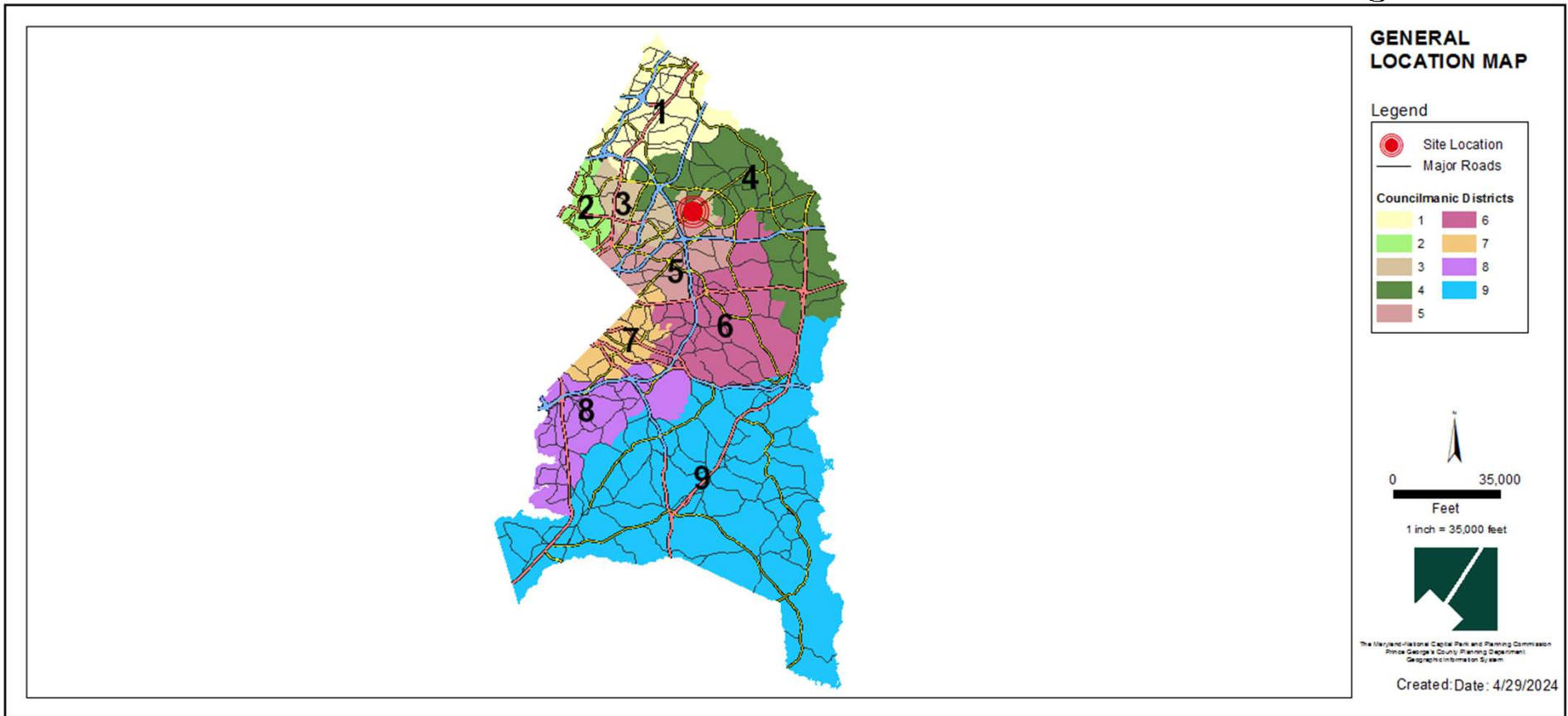
Staff Recommendation: APPROVAL with conditions



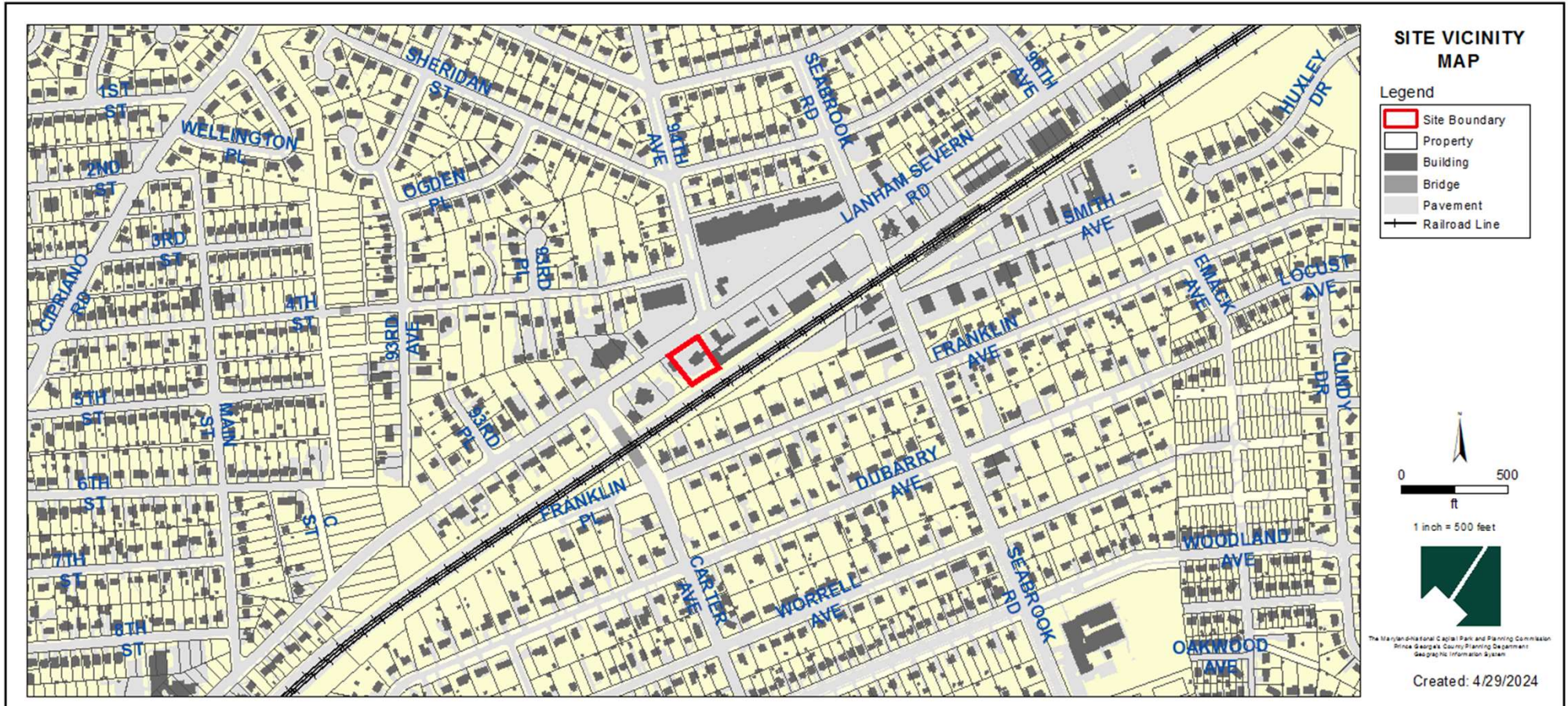
GENERAL LOCATION MAP

Council District: 03

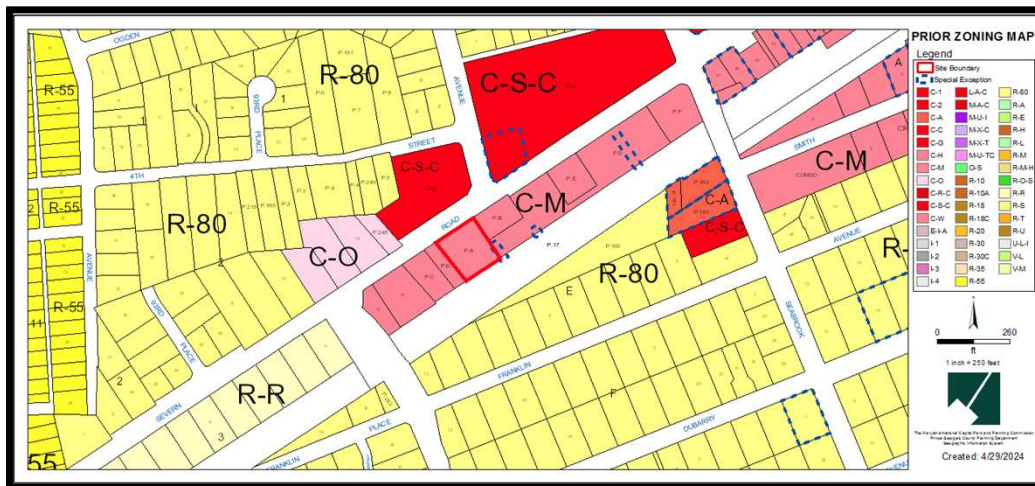
Planning Area: 070



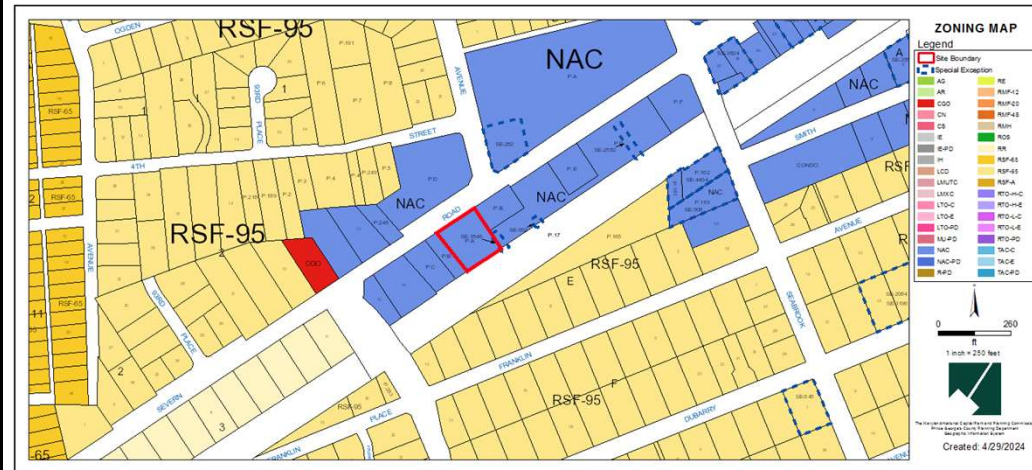
SITE VICINITY MAP



ZONING MAP (PRIOR AND CURRENT)

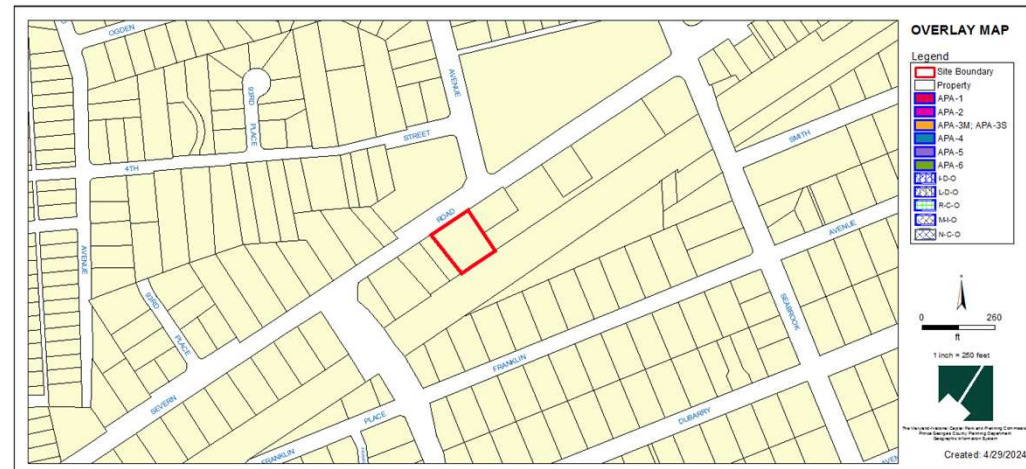


Prior Property Zone: C-M

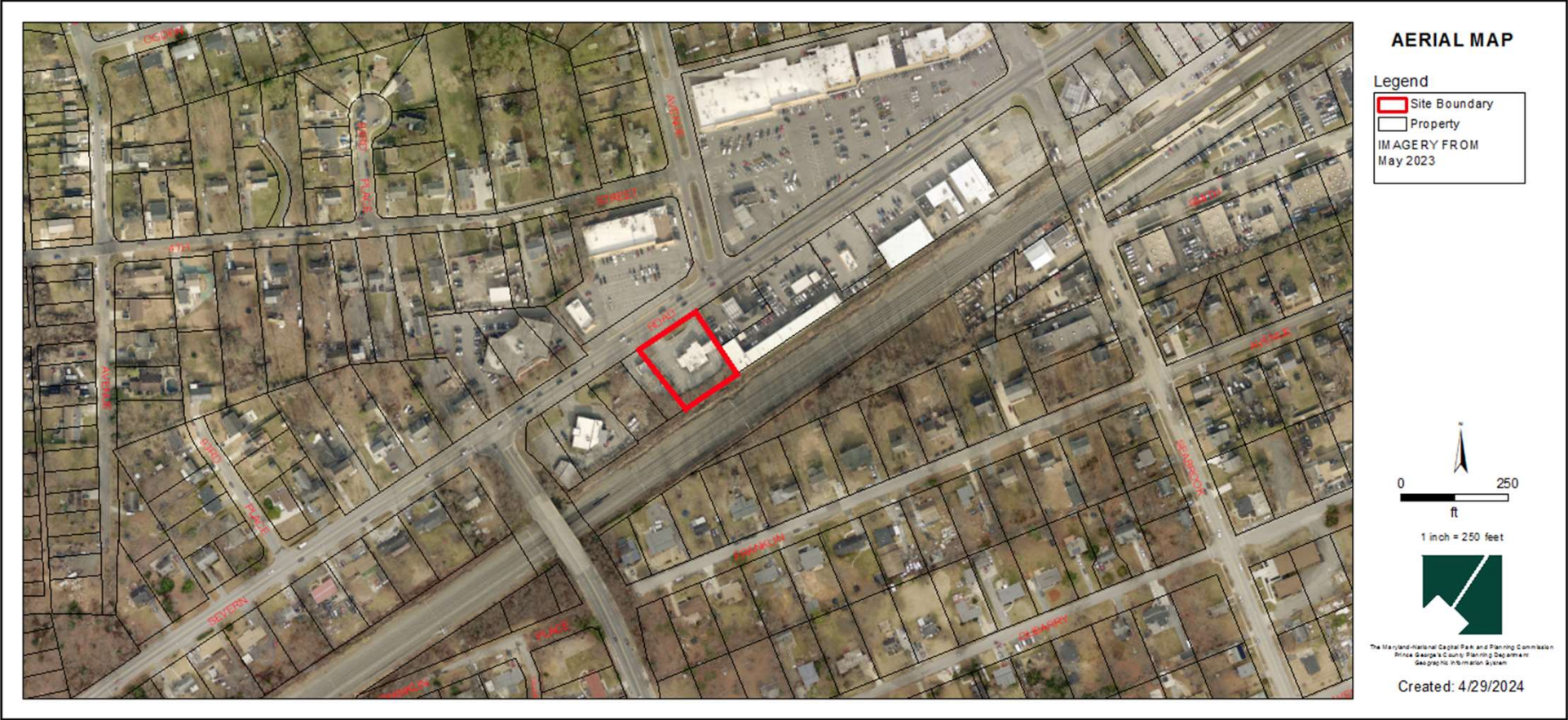


Current Property Zone: NAC

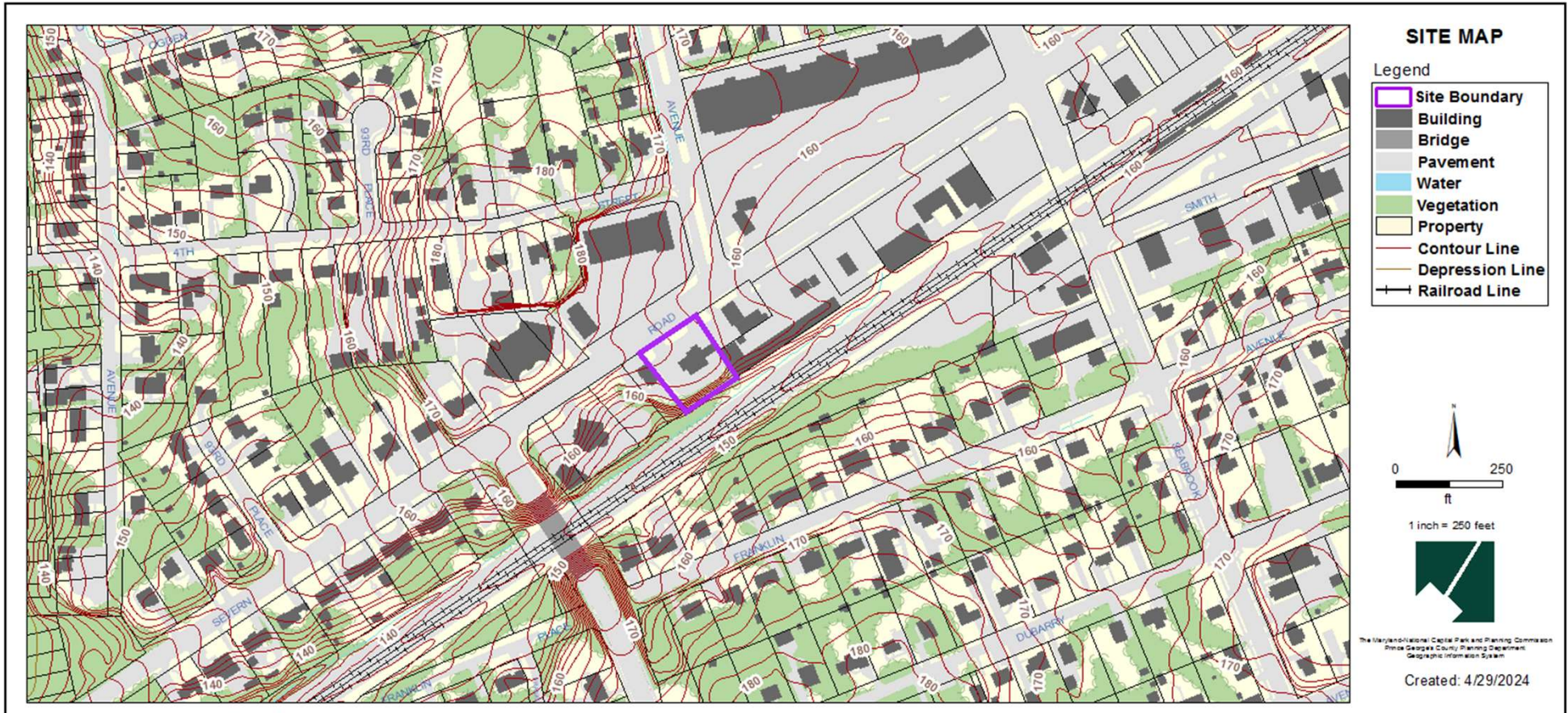
OVERLAY MAP (PRIOR AND CURRENT)



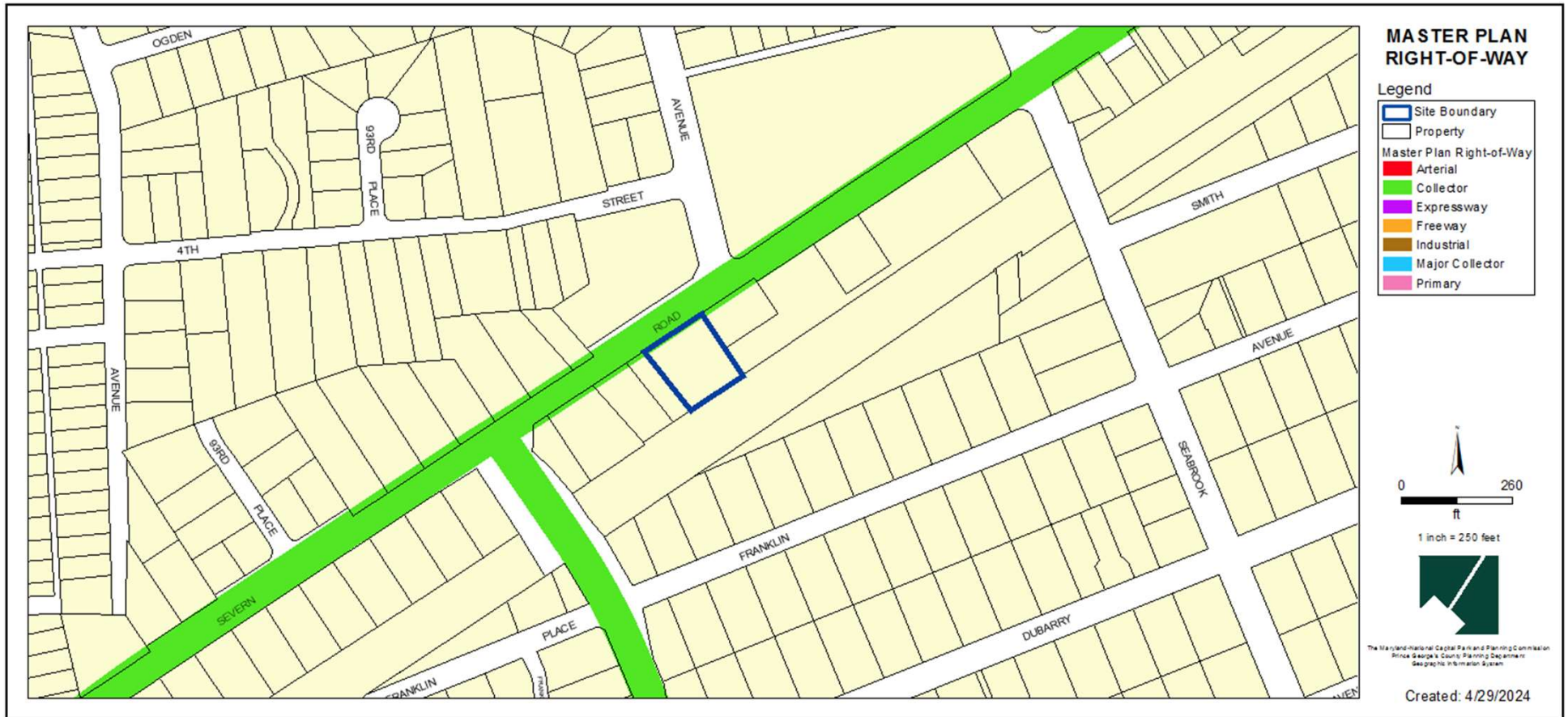
AERIAL MAP



SITE MAP



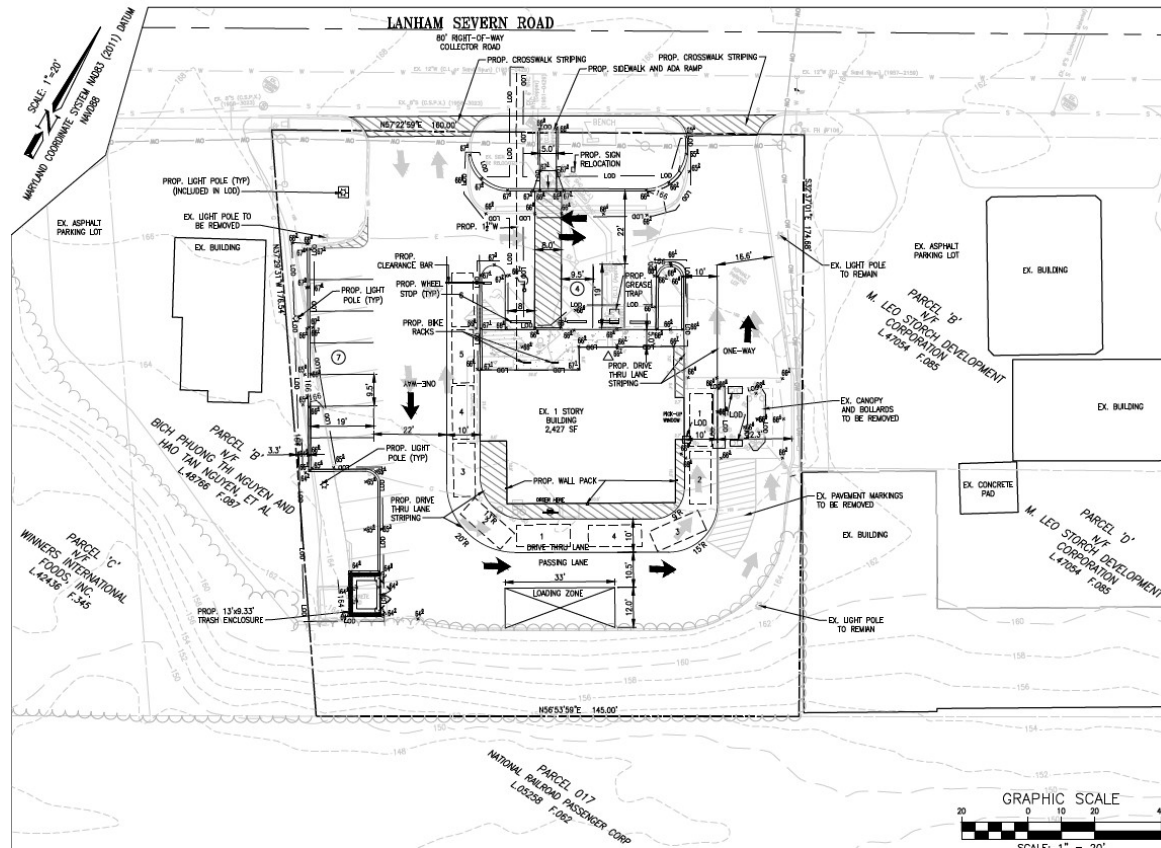
MASTER PLAN RIGHT-OF-WAY MAP



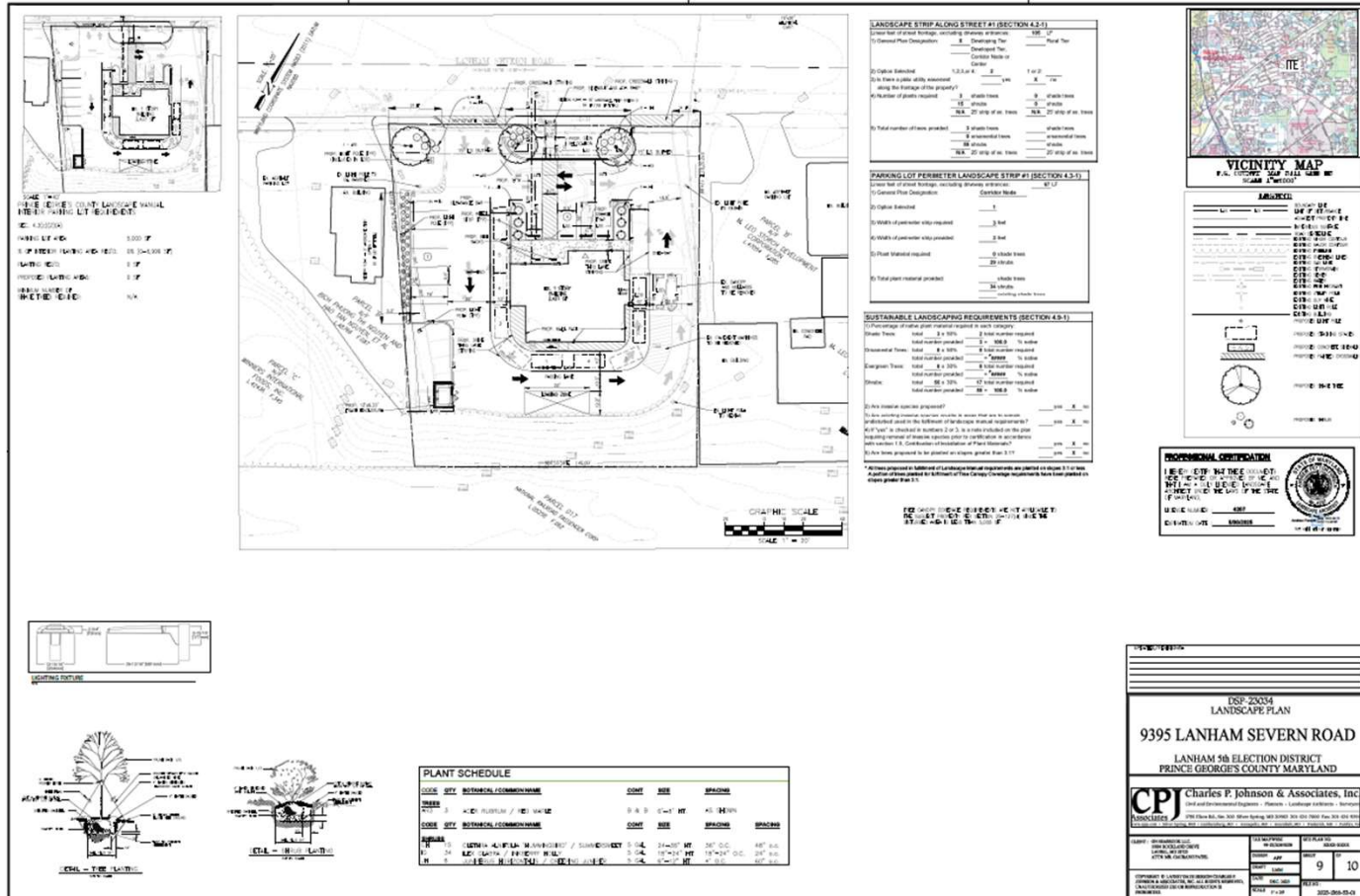
BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



DETAILED SITE PLAN



LANDSCAPE PLAN



ELEVATIONS



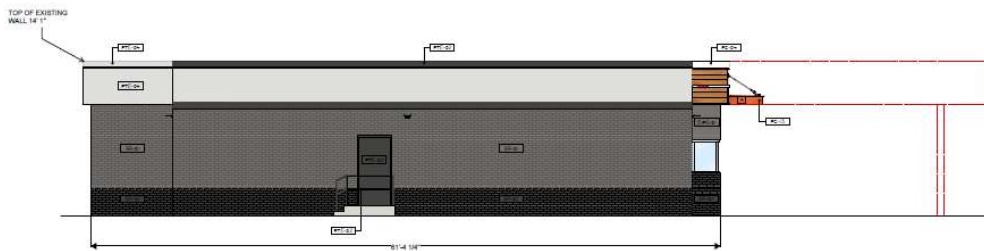
D8 NORTHWEST (LANHAM SEVERN RD) ELEVATION

SCALE: 1/4" = 1'-0"



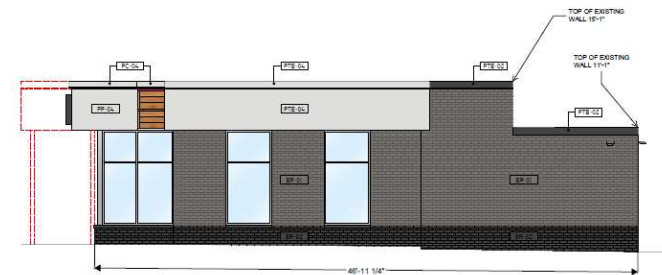
J8 NORTH EAST (DRIVE-THRU) ELEVATION

SCALE: 1/4" = 1'-0"



A1 SOUTH EAST ELEVATION

SCALE: 1/4" = 1'-0"



J1 SOUTH WEST ELEVATION

SCALE: 1/4" = 1'-0"

SIGN AND CANOPY DETAIL

DUNKIN' DRIVE THRU
 9395 LANHAM SEVERN RD
 LANHAM, MD 20706

- 18" CHANNEL LETTER SET
- 11.56' DRIVE THRU LETTER SET
- 8' X 9'-6" CANOPY
- 5'-4" X 9'-6" PYLON

FRONT ELEVATION

WALL SIGN DETAIL

SIGN	TYPE	HEIGHT	LENGTH	SIGNED SQUARE FOOTAGE	ILLUMINATION	
WALL SIGN	WALL	14"	96.50'	13.56 SQFT	INTERNAL, STATIC	
WALL DRIVE THRU	WALL	11.56'	75.10'	7.38 SQFT	INTERNAL, STATIC	
TOTAL PROPOSED WALL SIGN AREA				20.94 SQFT		
TOTAL ALUMINUM WALL SIGN AREA LESS 10' BUILDING FRONT x 2'-1/2" SIGN AREA				132.85 SQFT		
NUMBER OF FACE REPLACEMENT				42"	134"	NONE PROVIDED BY PERSONA

TECHNICAL SURVEY REQUIRED PRIOR TO PRODUCTION TO CONFIRM MEASUREMENTS

VICINITY MAP
 S.W. CORNER 300' FULL GRID 20'
 1/4" = 1" = 4000'

DRIVE THRU ELEVATION
 SCALE: 3/8" = 1'-0"

CANOPY DETAIL

8'-0" width, 3'-0" depth, 3'-0" height

TECHNICAL SURVEY REQUIRED PRIOR TO PRODUCTION TO CONFIRM MEASUREMENTS

EXISTING 5'-4" X 9'-6" PYLON

GRAPHIC DETAIL

9'-0" width, 5'-0" height

TECHNICAL SURVEY REQUIRED PRIOR TO PRODUCTION TO CONFIRM MEASUREMENTS

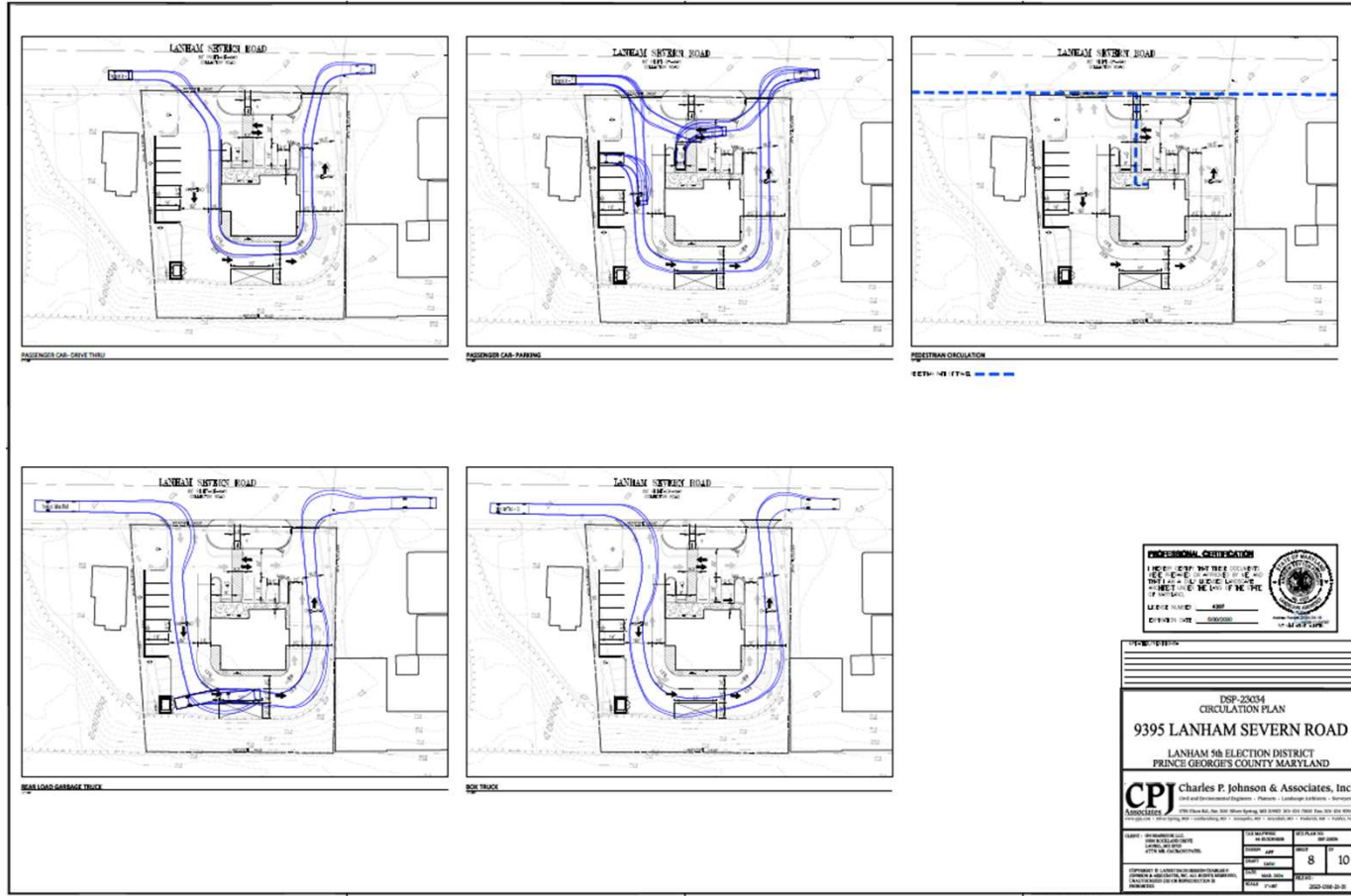
TO BE FILLED

DSP-23034
 SIGN AND CANOPY DETAIL
 9395 LANHAM SEVERN ROAD
 LANHAM 5th ELECTION DISTRICT
 PRINCE GEORGE'S COUNTY MARYLAND

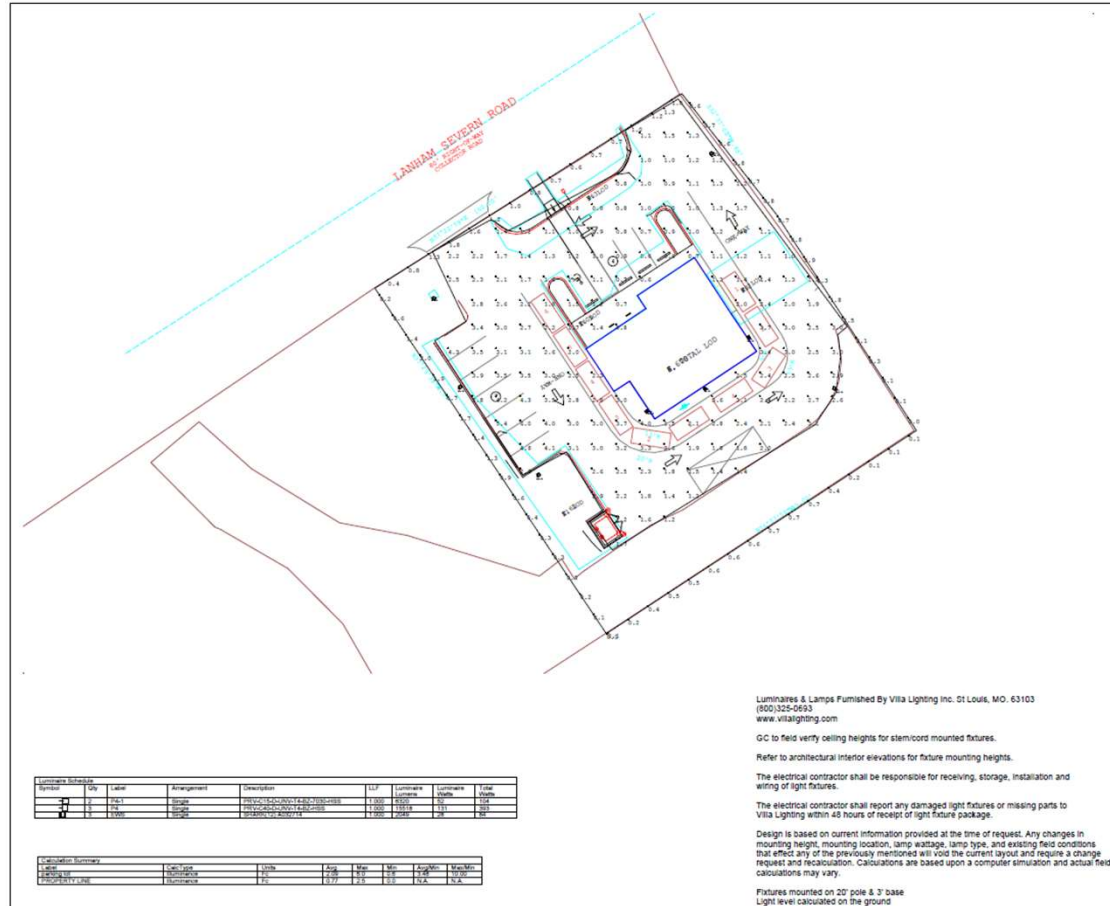
CPJ Charles P. Johnson & Associates, Inc.
 Civil and Environmental Engineers, Planners, Landscape Architects, Surveyors
 2700 Chantilly Lane, 3rd Floor, Chantilly, VA 20151
 703-544-2200

DATE: 05/30/2024
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT: 9395 LANHAM SEVERN RD
 SHEET NO: 7 OF 10
 SCALE: AS SHOWN

CIRCULATION PLAN



PHOTOMETRIC PLAN



STAFF RECOMMENDATION

APPROVAL with conditions

Major/Minor Issues:

- None

Applicant Required Mailings:

- Information Mailing: 01/22/2024
- Acceptance Mailing: 03/19/2024

STATEMENT OF JUSTIFICATION
DSP-23034

9395 Lanham Dunkin

APPLICANT: GN Seabrook LLC
10836 Rockland Drive
Laurel, Maryland 20723

OWNER: Lemonade MM Lanham LLC
c/o Madison Marquette
1000 Maine Avenue SW, Suite 300
Washington, DC 20024

ATTORNEY/
CORRESPONDENT: Matthew C. Tedesco, Esq.
McNamee Hosea, P.A.
6404 Ivy Lane, Suite 820
Greenbelt, Maryland 20770
(301) 441-2420 Voice
(301) 982-9450 Fax
MTedesco@mhlawyers.com

CIVIL ENGINEER: Andrew P. Funsch
Charles P. Johnson & Associates, Inc.
1751 Elton Road, Suite 300
Silver Spring, Maryland 20903
(301) 434-7000

REQUEST: A Detailed Site Plan for the development of an approximately 2,427 square foot Eating or Drinking Establishments with Drive-Through Service pursuant to the prior Zoning Ordinance in accordance with the prior C-M Zone.

I. **DESCRIPTION OF PROPERTY**

1. Addresses – 9395 Lanham Severn Road, Lanham, Maryland 20706.
2. Location – South side of Lanham Severn Road, approximately 910 feet west of its intersection with Seabrook Road.
3. Proposed Use – Eating or Drinking Establishments with Drive-Through Service.

4. Tax Account – 2208528.
5. Tax Map & Grid – 44-D1
6. Zone – NAC (current); C-M (prior).
7. WSSC Grid – 208NE08
8. Record Plat – Plat Book WWW 32 at Plat No. 54 (5-58045).
9. Councilmanic District – 3.
10. Election District – 20.
11. Planning Area – 70.
12. Police – District II.
13. Water/Sewer Category – W3/S3.
14. General Plan Growth Policy – Established Communities.
15. Archived 2002 General Plan Tier – Developing.

II. APPLICANT’S PROPOSAL

The detailed site plan will conform with requirements of the prior Zoning Ordinance and will represent a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. (Section 27-285(b)).

Two points of access will serve the project and are existing. Both access points will be from Lanham Severn Road. The existing development and building will be utilized and retrofitted for a new Dunkin’ use with drive through on the property.

Design Features

The Applicant is proposing to utilize the existing development on the subject property (to wit, a vacant building previously used as a bank) to serve as a drive-through eating and drinking establishment. The existing building, which is located roughly in the center of the site, is to be retrofitted and not razed; the gross floor area (2,427 square feet) is to remain the same.

The building is oriented toward Lanham Severn Road (MD 564). The proposed retrofit is designed to preserve and enhance upon elements of the existing building to provide a strong street presence delivering a modern yet organic appeal. The primary entrance to the building will

be maintained along the front façade of the building facing Lanham Severn Road and will be characterized by glass display windows and a roof overhang composed of wood-tone lap siding and fascia with alternating pink and white metal trim accents. Multi-toned brick veneer and exterior finishes contrasted with the characteristically ‘Dunkin’ orange and pink motif add visual interest. Additionally, the existing oversized canopy which previously allowed for the simultaneous service of multiple drive-through bank customers will be removed from the northeastern façade of the building and will be replaced with a canopy scaled to serve drive-through customers without detracting from the visual weight of building’s main pedestrian entrance. Fourteen (14) spaces for patron seating will be provided interior to the building.

The proposal will maintain a drive-through element, and the building will continue to be encircled by drive-through and drive aisles, however modified slightly to better suit the proposed use. The service window for the drive-through will be situated on the east side of the building, in the location of the former teller window. The existing drive-through canopy and bollards located on the building’s eastern façade at the former teller window will be removed, as they are rendered obsolete for the purposes of the proposed development. A new drive-through display and speaker post located at the south (rear) of the building will allow for orders to be taken prior to proceeding to the pick-up window on the east side of the building which will take the place of the existing teller window. Vehicles utilizing the drive-through component will access the drive-through queuing lane at the northwest corner of the building, place orders at the ordering point located on the south side of the building, and then proceed to the pick-up window located on the east side of the building.

Two points of access will serve the project and are existing. A 12’x33’ loading zone is proposed at the furthest southern extent of the site’s improved area, adjacent to existing vegetation which abuts the high-speed (Acela) rail lines. The onsite parking lot and drive aisles will also be retrofitted to better serve the proposed use. Ten parking spaces are required, and eleven will be provided, including one (1) accessible van parking space and associated access aisle. Proposed modifications include slight changes to curbs and pavement as well as associated striping and markings to accommodate safe and efficient vehicular circulation through the site and ensure conformance to the requirements of Section 27-274(a)(2). These modifications will provide for single-direction vehicular traffic between drive-through entrance and exit, and will allow for the accommodation of six vehicles between the entrance of the drive-through and the ordering point and an additional four vehicles between ordering point and pick-up window in order to prevent any conflicts between vehicles utilizing the drive-through and other vehicles and pedestrians travelling through the property.

III. UTILIZATION OF THE PRIOR ZONING ORDINANCE

GN Seabrook LLC (hereinafter the “Applicant”) intends to pursue a Detailed Site Plan (DSP) for the development of an approximately 2,427 square foot Eating or Drinking Establishment with Drive-Through Service pursuant to the prior Zoning Ordinance in accordance with the prior C-M Zone.

Specifically, the applicant is seeking to utilize the existing development on Parcel A (totaling approximately 0.61 acres), which is currently a vacant building that was previously used as a bank, as an eating or drinking establishment with drive-through service (namely, a Dunkin') pursuant to Sections 27-461(b), 27-459 and 27-285 of the prior Zoning Ordinance. On April 1, 2022, the approved County-wide Sectional Map Amendment ("CMA") and the updated Prince George's County Zoning Ordinance and Subdivision Regulations became effective, thereby rezoning the subject property to the newly created NAC Zone. Notwithstanding, Section 27-1903(c) provides for a choice of law provision that allow applicants, after April 1, 2022, to elect to utilize the prior Zoning Ordinance. Accordingly, the applicant intends to utilize the prior Zoning Ordinance and prior C-M Zone. (Pursuant to the same, the applicant hereby provides this statement pursuant to Section 27-1904(b) of the Zoning Ordinance).

The prior C-M Zoning of the property permits the proposed use on the property subject to a detailed site plan pursuant to Footnote 24 in Section 27-461(b) of the prior Zoning Ordinance. Finally, the property was previously subdivided and platted pursuant to the prior Subdivision Regulations at Plat Book WWW 32 at Page No. 54 (5-58045). Therefore, since the proposed use is permitted in the prior zoning designation and the property has been subdivided and platted pursuant to the prior Subdivision Regulations, the applicant seeks to develop the property pursuant to the same.

Further, the applicant recognizes that the provisions of the prior Subdivision Regulations and prior Zoning Ordinance have been successfully utilized and implemented for development of the proposed use in the County for decades. Therefore, since the use is a permitted use in the prior C-M Zone and since a commercial building exists on the property that can easily be retrofitted into a new Dunkin' with drive through (note the existing bank building and prior bank use included drive through services), the applicant contends that the prior Zoning Ordinance offers the most efficient, flexible, and established framework for review and approval of the applicant's desired use/development at this time.

IV. COMMUNITY

The subject property is located on the south side of Lanham Severn Road approximately 910 feet west of its intersection with Seabrook Road and is located in the 2010 *Approved Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan* and *Sectional Map Amendment*. The property is surrounded by the following uses:

- North: Lanham Severn Road and beyond, commercial use in the NAC Zone;
- South: Railroad line and beyond, single family dwelling units in the RSF-95 Zone;
- East: Commercial use in the NAC Zone; and
- West: Commercial use in the NAC Zone.

V. CRITERIA FOR APPROVAL

General Criteria for DSP Approval

Section 27-285. Planning Board Procedures.

(b) Required findings.

- (1) The Planning Board may approve a Detailed Site Plan if it finds that the plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;**

COMMENT: The plan does represent a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development. The site design guidelines are found in the Zoning Regulations. No variances or departures are requested and all required zoning regulations are being met.

- (2) The Planning Board shall also find that the Detailed Site Plan is in general conformance with the approved Conceptual Site Plan (if one was required).**

COMMENT: A conceptual site plan is not required for this development proposal.

- (3) The Planning Board may approve a Detailed Site Plan for Infrastructure if it finds that the plan satisfies the site design guidelines as contained in Section 27-274, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.**

COMMENT: DSP-23034 is not a DSP for infrastructure, this finding does not apply.

- (4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

COMMENT: No impact to regulated environmental features with DSP-23034. The site has an approved Natural Resources Inventory Equivalency Letter that is valid until January 22, 2029. See S-009-2024.

VI. PURPOSES OF DETAILED SITE PLANS

The purposes of a detailed site plan (DSP) are provided in **Section 27-281(b) and (c)** of the Zoning Ordinance, and as follows:

(b) General purposes.

(1) The general purposes of Detailed Site Plans are:

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

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

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

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

COMMENT: The 2014 *Plan Prince George's 2035 Approved General Plan* (General Plan) classifies the subject site in its Growth Policy Map in the Established Communities category. "Established Communities" are described by the General Plan as "the County's heart – its established neighborhoods, municipalities and unincorporated areas outside designated centers," and recommends that, "[e]stablished communities are most appropriate for context-sensitive infill and low- to medium-density development" (General Plan at pages 106 and 20). The subject proposal is located in an area bounded at the front by a master plan road (MD 564) and to the rear by high-speed rail lines. To either side (northeast, southwest), and crossing Lanham Severn Road are low- to medium-density commercial and industrial uses with which the proposal is compatible. The printed Generalized Future Land Use Map and the Generalized Future Land Use layer on the PGAtlas GIS site indicate a land use supporting a mix of uses for the property.

The applicable area master plan is the 2010 *Approved Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment*. The master plan recommends a mix of uses on the subject site; despite this recommendation, the associated SMA retained the C-M zone for the property. Subsequently, the subject site was reclassified from the C-M Zone to the NAC Zone through the Countywide Sectional Map Amendment (CMA) effective on April 1, 2022. This application will be utilizing the prior C-M zoning. *See response supra*. The proposed use is permitted in the C-M zone.

The development conforms to goals, policies, and strategies of the Master Plan. The Sector Plan recommends, "Encourage redevelopment or improvements to existing buildings, sites, and streetscapes to create quality shopping and neighborhood environments." (Sector Plan at page 195). The proposal will retrofit and improve an existing vacant building, returning it to productive use as a modern eating or drinking establishment with drive-through service. The proposal will enhance the site by incorporating many of the design features recommended in the applicable sector plan, particularly as pertains to site and street design and building design. These include:

“Provide landscaped parking areas.” (Page 75)

“Create internal pedestrian pathways that connect parking areas to building entrances.” (Page 75).

“Provide functional and attractive outdoor lighting.” (Page 76).

“Provide streetscape improvements that enhance the character of the public realm and support private investment.” (Page 76).

The proposal will provide parking lot landscaping in conformance with Section 4.2 and 4.3 of the 2010 *Landscape Manual*, and will add pedestrian pathways connecting the main entrance of the building with the street frontage. Additional lighting will be added, including LED wall-pack lighting and pole mounted lighting at the western parking area and at the western entrance to the site.

DSP-23034 is also compatible with the neighborhood. The ultimate building design and use is compatible with and does not detract from the surrounding businesses. While the building will remain largely the same structurally, it will be updated with modern exterior treatments to include multi-toned brick veneer, exterior finishes, and wood-tone lap siding and fascia. The site fronts on Lanham-Severn Road (MD 564), and the building will be improved to both provide visual appeal and appropriate buffering when viewed from offsite.

There are no regulated natural features on the subject property, and the proposed development is exempt from the requirements of the Woodland and Wildlife Habitat Conservation Ordinance (“WCO”). No historic sites are on or abut the subject property, and the property buffers will adhere to standards of the Landscape Manual. As such, the approval of the subject application will not have an adverse impact on this Functional Master Plan.

The Water Resources Functional Master Plan addresses broad regulatory policy and large-scale watershed planning, and as such makes no recommendations which are directly applicable to the subject application. No proposed sites for Public Safety facilities are in the area affected by the subject application. Since the proposed project is in keeping with the General Plan’s broad land use policies for the Established Communities areas, is permitted in the C-M zone, and is generally in harmony with the applicable Functional Master Plans, approval of the subject application will be in harmony with the Ordinance’s purpose of implementing those plans, as applicable.

Additionally, as described in this statement of justification, the proposed development will provide for development in accordance with the site design guidelines established in this Division.

(c) Specific purposes.

(1) The specific purposes of Detailed Site Plans are:

- (A) To show the specific location and delineation of buildings and structures, parking facilities, streets, green areas, and other physical features and land uses proposed for the site;**

COMMENT: DSP-23034 shows the specific location and delineation of buildings and structures, parking facilities, green areas, and other physical features and land uses proposed for the site.

(B) To show specific grading, planting, sediment control, woodland conservation areas, regulated environmental features and storm water management features proposed for the site;

COMMENT: DSP-23034 conforms to this purpose, as applicable. A Landscape Plan showing areas of planting is submitted herewith. No woodland conservation areas are proposed for the site, and no regulated environmental features are located on this site. The proposed activity is exempt from Prince George's Soil Conservation District Erosion and Sediment Control Approval as the limit of disturbance is less than 5,000 square feet or 100 cubic yards of cut/fill; a Sediment Control Exemption was approved on January 10, 2024, and is included with this submittal. A Site Development Concept Plan Exemption Plan is pending approval and has been included with this submittal. The site has a Woodland Conservation Letter of Exemption valid until January 22, 2026, and a Natural Resources Inventory Equivalency Letter that is valid until January 22, 2029. See S-009-2024.

(C) To locate and describe the specific recreation facilities proposed, architectural form of buildings, and street furniture (such as lamps, signs, and benches) proposed for the site; and

COMMENT: DSP-23034 conforms to this purpose, as applicable. The site plan gives an illustration as to the location and delineation of the eating and drinking establishment, drive-through, queuing, parking, green areas, and other similar physical features of the land uses proposed for the site. The architectural drawings submitted herewith describe the form of the existing building to be retrofitted.

(D) To describe any maintenance agreements, covenants, or construction contract documents that are necessary to assure that the Plan is implemented in accordance with the requirements of this Subtitle.

COMMENT: The proposed development is the retrofit of one existing vacant building that was previously used as a bank to an eating or drinking establishment with drive-through service. No maintenance agreements or covenants are necessary upon the site.

VII C-M ZONE REQUIREMENTS

The proposed eating and drinking establishment, with drive-through service is a permitted use in the C-M Zone. Detailed Site Plans shall be designed in accordance with the same guidelines as required for a Conceptual Site Plan (Section 27-274), and this DSP complies with Section 27-274 as follows:

Sec. 27-274. - Design guidelines.

(a) The Conceptual Site Plan shall be designed in accordance with the following guidelines:

(1) General.

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

COMMENT: The site does not have a Conceptual Site Plan. Notwithstanding, the subject application meets the purposes of a Conceptual Site Plan outlined in Section 27-272(b) and (c), as applicable. The subject application meets the purposes of the Detailed Site Plan found in Section 27-281(b) and (c), as enumerated in this statement of justification. The site plan provides shows the location and delineation of the eating and drinking establishment, drive-through, parking, loading, and other features proposed on and about the site. *See supra*. The purposes of the Conceptual Site Plan assume less detail regarding locations of site features, facilities, buildings, etc., than those of a Detailed Site Plan. By virtue of meeting the Detailed Site Plan purposes, the subject application meets the purposes of the Conceptual Site Plan.

(B) The applicant shall provide justification for, and demonstrate to the satisfaction of the Planning Board or District Council, as applicable, the reasons for noncompliance with any of the design guidelines for townhouses and three-family dwellings set forth in paragraph (11), below.

COMMENT: Not applicable. No residential dwellings are proposed with this application.

(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.

COMMENT: As shown on the Detailed Site Plan, the surface parking lot is located and designed to provide safe and efficient vehicular and pedestrian circulation within the site by use of clearly defined, striped and curbed access ways. All drive aisles are sized to provide safe, efficient, and convenient circulation and loading within the site. The one-way drive aisles vary between 10.5' and 22' in width, while the drive-through is 10' wide. Onsite along the front façade, two-way traffic is accommodated by 22'-wide drive aisles. **The site provides fourteen (14) parking spaces, including one (1) van accessible space and its associated access aisle.** Four of the fourteen spaces, including the one van accessible space, are located at the building's front entrance at the north of the site. A minimum 5' sidewalk connects these spaces to the building entrance. The remaining ten (10) spaces are located along the west of the site. While parking to serve the prior use is currently provided in these areas, the spaces in both locations will be reconfigured to allow space for the requisite drive aisles, clear delineation of the drive-through lane, and full conformance to the dimensional standards of Section 27-568(a). Landscaping in accordance with Sections 4.2 and 4.3 of the Landscape Manual will be provided onsite, including required landscape strips.

(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.**

COMMENT: One (1) 12'x33' loading zone is proposed at the furthest southern extent of the site's improved area, adjacent to existing vegetation at the rear of the site which abuts the high-speed (Acela) rail lines. The loading area is designed to be visually unobtrusive, as it is to the rear of the building away from Lanham-Severn Road and is located to minimize conflicts with vehicles and pedestrians.

(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.**

COMMENT: Vehicular and pedestrian circulation on the site will be safe, efficient, and convenient for both pedestrians and drivers, as demonstrated on the detailed site plan. Two points of access will serve the project and are existing. Both access points are from Lanham Severn Road (MD 564). The western drive will be full-access, while the eastern entrance will be one-way, exit only. Adequate space for queuing is provided, and pavement markings clearly indicate flow patterns and lane markings. The site has been designed to provide direct, ADA-compliant pedestrian access from the site frontage along Lanham-Severn Road to the main building entrance. Striping is also proposed to connect existing sidewalk along the site's frontage. *Also, see responses supra.*

(3) Lighting.

(A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site's design 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.

COMMENT: DSP-23034 conforms to these requirements, as applicable. Sufficient lighting will be provided to illuminate entrances and parking areas throughout. Lighting will include existing wall pack and soffit lights, which are to remain; new recessed can downlights within proposed canopies and above the drive-through window; and pole-mounted lighting to serve the southwest parking and entrance area. A photometric plan is submitted herewith, and light fixture details are provided on the detailed site plan.

(4) Views.

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

COMMENT: DSP-23031 is designed to preserve, create, and emphasize views from the public areas, including the abutting right-of-way (Lanham Severn Road) and rail lines. Through the proposed retrofit, the design preserves and enhances upon elements of the existing building to provide a strong street presence delivering a modern yet organic appeal. The primary entrance to the building will be maintained along the front façade of the building facing Lanham Severn Road and will be characterized by glass display windows and a roof overhang composed of wood-tone lap siding and fascia with alternating pink and white metal trim accents. Multi-toned brick veneer and exterior finishes contrasted with the characteristically ‘Dunkin’ orange and pink motif add visual interest. Additionally, the existing oversized bank canopy will be removed from the northeastern façade of the building and will be replaced with a canopy scaled to serve drive-through customers without detracting from the visual weight of building’s front façade and primary entrance. Existing vegetation will be retained in the rear of the site, between the proposed loading area and the property’s southern boundary. Additionally, landscaping proposed in conjunction with the development will provide a vertical green element to the property’s frontage and further enhance the aesthetic quality of the development. A Landscape Plan prepared in accordance with Landscape Manual requirements is submitted herewith.

(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.

COMMENT: With DSP-23034, all vegetated areas currently existing onsite will be maintained. Landscaping in accordance with the Landscape Manual will be provided and will add to green spaces onsite. *See supra*. Additionally, the site has a Woodland Conservation Letter of Exemption valid until January 22, 2026, and a Natural Resources Inventory Equivalency Letter that is valid until January 22, 2029. *See S-009-2024*.

(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).

COMMENT: The site has a Woodland Conservation Letter of Exemption valid until January 22, 2026, and a Natural Resources Inventory Equivalency Letter that is valid until January 22, 2029. *See S-009-2024*.

(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.**

COMMENT: This standard is met, as applicable. The proposed development will add bicycle racks to the site to increase and facilitate multimodal transportation. Specifically, two (2) inverted-U bicycle racks for a total of four (4) bicycle parking spaces will be provided. The bicycle racks will be located to avoid obstructing pedestrian circulation.

(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.**

COMMENT: DSP-23034 proposes the retrofit of one (1) vacant building to serve as an eating and drinking establishment with drive-through. Though minor modifications to the site are proposed to improve circulation through the site, development will occur primarily in areas of the site which have already been improved. The site is generally level, and minimal to no grading will occur.

(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.**

COMMENT: DSP-23034 proposes one (1) 8'x10' trash enclosure at the southwestern (rear) corner of the improved area of the site. This proposal will maintain roughly the current location of the trash enclosure, though the enclosure itself will be updated and improved. Improvements will consist of an 8-foot-high brick wall constructed on three sides, along with a gate constructed of cedar tongue and groove panel on a galvanized steel frame. The trash enclosure will be accessible both to the rear (service) exit from the building and to the loading zone, away from primary roads.

(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.**

COMMENT: No public space is proposed with DSP-23034.

(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.

COMMENT: DSP-23034 conforms to these requirements, as demonstrated by the architectural drawings submitted in conjunction with this application and as detailed in this statement of justification.

(11) Townhouses and three-family dwellings.

COMMENT: Not applicable. This DSP is not for residential use.

VIII. LANDSCAPE MANUAL

DSP-23034 complies with the requirement of the 2010 Landscape Manual. Please see the Landscape Plan and the Plant Schedule submitted herewith.

IX. CONCLUSION

The applicant is seeking approval of this Detailed Site Plan (DSP-23034) to allow the subject property to be developed with a 2,427 square foot eating and drinking establishment with drive-through service. The applicant believes that the application for a detailed site plan meets or exceeds each of the requirements set forth in the Zoning Ordinance. The applicant therefore respectfully requests the approval of DSP-23034.

Respectfully submitted,

MCNAMEE HOSEA, P.A.

By:



Matthew C. Tedesco
Attorney for the Applicant

Date: February 19, 2024
1st Submittal



April 30, 2024

MEMORANDUM

TO: Natalia Gomez-Rojas, Planner II, Urban Design Section

FROM: Alice Jacobs, Planning Technician III, Permit Review Section 

SUBJECT: DSP-23034 – Dunkin Lanham

1. Drive aisle for one-way traffic should be at least 11-feet wide.
2. The front elevation on Sheet 5 and Sheet 7 are different regarding the proposed signage design.
3. Street connection width should be shown on the plans.
4. Height of existing building should be provided on site plan (Sheet 3).
5. The Permit Review Section offers no further comments at this time.



Division of Environmental Health/Disease Control

Date: April 29, 2024

To: Natalia Gomez-Rojas, Urban Design, M-NCPPC

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

Re: DSP-23034, Dunkin Lanham

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for the Dunkin Lanham facility located at 9395 Lanham Seven Road in Lanham and has the following comments / recommendations:

1. The applicant must obtain a permit from the DPIE Plan Review office for the construction of the food facility. DPIE Online Applications Link: <https://www.princegeorgescountymd.gov/1577/Applications>
2. An application should be submitted to the Health Department for a Moderate Priority Food Facility Permit.
MOMENTUM URL: <https://momentumhome.princegeorgescountymd.gov/>
3. ***The food facility is considered a prototype food service facility in which two or more facilities in the state having uniformed set of plans.*** The applicant must apply for plan review to the Maryland Department of Health's Environmental Health Bureau's Food protection and Food Licensing program located at 6 St. Paul Street, Suite 1301, Baltimore, Maryland. 21202.
4. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
5. During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.



Angela Aboobrook
County Executive

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



Division of Environmental Health/Disease Control

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



Environmental Engineering/Policy Program
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April 25, 2024

MEMORANDUM

TO: Natalia Gomez-Rojas, Planner II, Zoning Section, Development Review Division

VIA: David A. Green, MBA, Planner IV, Long-Range Planning Section, Community Planning Division *DG*

VIA: Sarah Benton, AICP, Supervisor, Long-Range Planning Section, Community Planning Division *SB*

FROM: Lyndsey Clouatre, Planner III, Long-Range Planning Section, Community Planning Division *LC*

SUBJECT: DSP-23034 - Dunkin Lanham

FINDINGS

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

BACKGROUND

Current or Prior Zoning Ordinance: Prior Zoning Ordinance

Application Type: Detailed Site Plan for property located outside of an overlay zone.

Planning Area: 70

Community: Glenn Dale-Seabrook-Lanham and Vicinity

Location: 9395 Lanham Severn Road, Lanham, MD 20706

Size: 0.614 acres

Existing Uses: Former bank; currently vacant

Future Land Use: Mixed-use

Proposal: Approximately 2,427 square foot eating or drinking establishment with drive-through service

Zoning: NAC (Neighborhood Activity Center)

Prior Zoning: R-R (Rural Residential)

GENERAL PLAN, SECTOR PLAN, AND SMA

General Plan:

This application is located in the Established Communities growth policy area. Per Plan Prince George's 2035, "Plan 2035 classifies existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local Centers, as Established Communities. Established communities are most appropriate for context-sensitive infill and low- to medium-density development. Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met" (page 20).

Sector Plan: The 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment* ("sector plan") recommends mixed-use land uses on the subject property. The sector plan describes mixed-use as "properties containing more than one land use; typically residential and commercial uses" (page 201).

In addition, the sector plan also makes the following recommendations that affect the subject property:

Community Design and Identity

- Commercial/Employment Center Design Principles
 - Site and Street Design
 - Orient buildings to the public street. (page 75)
 - Place parking areas to the rear of commercial/employment properties. (page 75)
 - Provide landscaped parking areas. (page 75)
 - Create internal pedestrian pathways that connect parking areas to building entrances. (page 75)
 - Provide adequate screening for utility and service features. (page 75)
 - Provide functional and attractive outdoor lighting. (page 76)
 - Ensure security and safety. (page 76)
 - Provide streetscape improvements that enhance the character of the public realm and support private investment. (page 76)
 - Building Design
 - Use high-quality materials with compatible colors and textures. (page 77)
 - Employ consistent design on all façades. (page 77)
 - Incorporate rhythmic, human-scaled fenestration. (page 77)
 - Ensure a high degree of ground-floor transparency. (page 77)

- Allow for areas in which building activities “spill out” onto the sidewalk. (page 78)
- Screen rooftop equipment. (page 78)
- Promote energy-efficient design. (page 78)

Analysis: The building is oriented towards the street with high-quality design, compatible colors and textures, and features that appropriately screen rooftop equipment. While the proposed pedestrian and bicyclist site access is improved over the existing conditions and bike racks are being made available for cyclists, the applicant should consider working with the Urban Design and Transportation sections to better create the internal pedestrian pathways that connect parking areas to building entrances, as well as the assess the feasibility of providing a landscaped parking area.

Natural Resources/Environment

- Goal 3: Preserve, enhance, and restore the existing tree canopy within the sector plan area. (page 111)
 - Policy 2: Encourage the application of urban forestry principles to landscaping and reforestation efforts, while increasing opportunities for incorporating tree planting into the existing landscape. (page 112)
 - Strategy: Increase the percentage of urban tree canopy by planting trees and other vegetation, especially along roadways, in median strips, and within residential communities. (page 112)

Analysis: Per the applicant's site plan, they will be adding three trees and 55 shrubs (all native plantings) to the landscaping strip along Lanham Severn Road, as well as 34 shrubs to the parking lot perimeter landscape strip. This meets or exceeds the requirements for the landscape strips.

Commercial and Employment Areas

- Goal 1: Retain and attract an appropriate number of neighborhood-serving commercial uses. (page 194)
 - Policy: Promote commercial uses that adequately serve community residents and provide distinct shopping and activity destinations that are integral and compatible parts of residential neighborhoods. (page 194)
- Goal 2: Encourage redevelopment or improvements to existing buildings, sites, and streetscapes to create quality shopping and neighborhood environments. (page 195)
 - Policy 1: Support redevelopment and improvements within existing commercial centers. (page 195)
 - Strategy: Limit the future growth of auto-oriented commercial uses. (page 196)
 - Policy 2: Support commercial development that concentrates retail, service, office, and housing uses in compact, walkable locations accessible by transit and other alternative forms of transportation. (page 196)
 - Strategy: Concentrate transit-oriented, mixed-use development at the Seabrook MARC station. (page 196)
- Goal 4: Create attractive, pedestrian-oriented commercial centers. (page 197)

- Policy 1: Support building and site design that is compatible with neighboring residential areas and establishes a unique identity for the Glenn Dale-Seabrook-Lanham area. (page 197)
- Policy 2: Enhance the appearance of existing commercial areas. (page 197)
- Policy 3: Improve nonvehicle access to commercial areas. (page 198)
 - Strategy: Provide adequate sidewalks, bus stops, and bicycle facilities in future commercial area site planning and design improvements. (page 198)
 - Strategy: Provide pedestrian safety improvements along streets that lead to commercial areas. (page 198)

Analysis: While the proposal is for a neighborhood-serving commercial use and redevelops an existing building rather than building new, by including a drive-through, the proposed use is oriented towards the automobile rather than pedestrians and bicyclists. The applicant should consider a walkable, pedestrian-oriented site design rather than a design that is primarily for motorists, particularly given the site's proximity to the Seabrook MARC station. The Transportation Planning Section will evaluate the applicant's proposed new design.

SECTOR PLAN CONFORMANCE ISSUES:

None.

OVERLAY ZONE CONFORMANCE ISSUES:

None.

cc: Long-Range Agenda Notebook



April 29, 2024

MEMORANDUM

TO: Natalia Gomez-Rojas, Acting Planner II, Urban Design Section

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

FROM: Eddie Diaz-Campbell, Planner III, Subdivision Section *EDC*

SUBJECT: DSP-23034; Dunkin Lanham

This detailed site plan (DSP) has been filed on Parcel A of the Whitney Irons Property, recorded in Plat Book WWW 32 Plat no. 54 of the Prince George's County Land Records in 1958. The property consists of 0.61 acres in the Neighborhood Activity Center (NAC) Zone; however, this application was submitted for review under the prior Zoning Ordinance and Subdivision Regulations. The application has therefore been reviewed according to the site's prior Commercial Miscellaneous (C-M) zoning. The DSP proposes a 2,427 square-foot eating or drinking establishment with drive-through service within an existing building. This DSP application was accepted for review on March 25, 2024. Comments were previously provided at the April 12, 2024, SDRC Meeting. The comments in this referral memorandum are based on revised plans received on April 23, 2024.

The property is subject to Preliminary Plan of Subdivision (PPS) 12-2366, for which no records are available. Based on the proposed development, a new PPS and final plat are not required at this time. Pursuant to Section 24-111(c)(2) of the prior Subdivision Regulations, resubdivision of the property is not required for the proposed development, because the property was platted prior to October 27, 1970 and because total development on the property does not exceed 5,000 square feet.

Additional Comments:

1. This property is not required to have an approved certificate of adequacy in accordance with Section 24-4503 of the Subdivision Regulations because the proposed development is exempt from filing a new PPS and final plat in accordance with the prior Subdivision Regulations. A new PPS as well as an associated Certificate of Adequacy (ADQ) will be required at such a time any new development is proposed which does not meet any of the exemptions from filing a PPS and final plat.

Recommended Conditions:

1. Prior to certification of the detailed site plan, revise General Note 1 to include the plat recording reference of the subject property (Plat Book WWW 32 Plat no. 54).

The referral is provided for the purposes of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. All bearings and distances must be clearly shown on the DSP and must be consistent with the property's legal description. There are no other subdivision issues at this time.



Countywide Planning Division
Environmental Planning Section

301-952-3650

April 22, 2024

MEMORANDUM

TO: Natalia Gomez Rojas, Planner II, Zoning Review Section, DRD

VIA: Thomas Burke, Planning Supervisor, Environmental Planning Section, CWPD *TB*

FROM: Mary Rea, Planner II, Environmental Planning Section, CWPD *MR*

SUBJECT: Dunkin Lanham; DSP-23034

The Environmental Planning Section (EPS) has reviewed the above referenced detailed site plan (DSP-23034) received on March 25, 2024. The proposal is for the conversion of a former bank to a drive-through eating and drinking establishment.

The site has been issued a standard exemption from the Woodland and Wildlife Habitat Conservation Ordinance (S-009-2024) because the site is less than 40,000 square feet in size and has no previous Tree Conservation Plan approval. A natural resources inventory (NRI) equivalency letter has been issued for the site (NRI-012-2024). The NRI was issued based on the standard woodland conservation exemption and that no regulated environmental features will be impacted.

The site has an approved stormwater concept letter (33029-2024-SDC/P45348-2024-SDC) which is valid until March 22, 2027. According to the approval letter, the project is exempt from stormwater management requirements and a stormwater management fee payment of \$373.33 in lieu of providing on-site attenuation/quality control measures is required. The project will be subject to further review at the time of permit and the Department of Permitting, Inspections and Enforcement (DPIE) reserves the right to impose restrictions, if necessary, prior to permit.

No other environmental review issues have been identified with this application. The Environmental Planning Section recommends approval of the application, with no conditions.



April 24, 2024

MEMORANDUM

TO: Natalia Rojas Gomez, Development Review Division

FROM: NS Noelle Smith, AICP, Transportation Planning Section, Countywide Planning Division

VIA: Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning Division *CH*

SUBJECT: DSP-23034, Dunkin Lanham

Proposal

The subject Detailed Site Plan (DSP) application proposes to convert the existing building structure on site to a drive-through eating and drinking establishment. The subject site is located within the Commercial Miscellaneous zone (M-C) along Lanham Severn Road. The DSP application is subject to and was reviewed using the standards of Section 27 of the prior Zoning Ordinance.

Prior Conditions of Approval

The subject site does not have any prior approvals for review with this application.

Master Plan Compliance

Master Plan Right of Way

The site is subject to the 2009 *Countywide Master Plan of Transportation (MPOT)* and 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan*. The property fronts Lanham Severn Road (MD 564) and is identified as a collector roadway (C-314) with 80-foot right-of-way width. No right-of-way dedication is being proposed with this application.

Master Plan Pedestrian and Bike Facilities

The MPOT recommends a planned bicycle lane and side path along Lanham Severn Road. The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists (MPOT, p. 9-10):

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

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

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

The 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan* includes the following policies and goals that can be applied to the subject site (pg 161):

Goal 1: Reduce traffic congestion on local streets, collectors, and arterials, especially during peak hours.

Policy 2: Coordinate proposed redevelopment and future transportation plans.

Strategy: Providing continuous sidewalks, bicycle lanes, and crosswalks to access the MARC station.

Policy 3: Support improved access management and local street connectivity.

Strategy: Drive-through facilities designed as integral parts of buildings, with access that minimizes conflicts between pedestrian and vehicular traffic.

Goal 4: Improve pedestrian safety throughout the area.

Policy 1: Develop a continuous network of safe routes (sidewalks and trails) for pedestrians, especially between neighborhoods and sector plan area destinations.

Comment: The MPOT facilities are not recommended with this application as it is beyond the scope of a DSP. However, the site has an existing sidewalk along its frontage to facilitate connectivity to adjacent properties. The site also includes marked paths from the roadway frontage to the building and along both vehicular access points.

Transportation Planning Review

Zoning Ordinance Compliance

Section 27-274 of the Prince George's County Zoning Ordinance (Ordinance) provides guidance for detailed site plans. The section references the following design guidelines described in Section 27-274(2):

Parking, loading, and circulation.

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

- 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:**
- 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.**

Comment: The site plan includes a sidewalk along the frontage, marked crosswalks across both access points, and a direct path to the building entrance that provides a marked pedestrian circulation. Vehicular access is proposed from two driveways along Lanham Severn Road. Within the site, there's a designated lane for drive-through movement and a pass-by lane for vehicles leaving the site. The proposed development requires 10 parking spaces, of which 12 are provided to include one ADA accessible parking and one loading space. Designated space for bicycle parking is also provided near the building entrance. Staff find the pedestrian and vehicular circulation, loading area and parking to be sufficient.

Conclusion

Based on the findings presented above, staff concludes that the vehicular, pedestrian, and bicycle access and circulation for this plan is acceptable, consistent with the site design guidelines pursuant to Section 27 and meets the findings for pedestrian and bicycle transportation purposes.



Countywide Planning Division
Historic Preservation Section

301-952-3680

April 19, 2024

MEMORANDUM

TO: Natalia Gomez-Rojas, Urban Design Section, Development Review Division

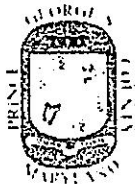
VIA: Thomas Gross, Planning Supervisor, Historic Preservation Section, Countywide Planning Division **TWG**

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

SUBJECT: DSP-23034 Dunkin Lanham

The subject property comprises 0.614 acres and is located at 9395 Lanham Severn Road, on the south side of Lanham Severn Road, approximately 910 feet west of its intersection with Seabrook Road in Lanham. The subject site is zoned Commercial Miscellaneous (C-M), per the prior Zoning Ordinance, and is located in the 2010 *Approved Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan* area. The subject application proposes the redevelopment of an existing bank facility into an approximately 2,427-square foot eating and drinking establishment with drive-through service.

The 2010 *Approved Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan* includes goals and policies related to historic preservation (pp. 85-100). However, these are not specific to the subject site. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites, indicates the probability of archeological sites within the subject property is low. A Phase I archeology survey will not be recommended. The subject property does not contain and is not adjacent to, any designated Prince George's County Historic Sites or resources. Historic Preservation staff recommend approval of DSP-23034, Dunkin Lanham, with no conditions.



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Fire/EMS Department Headquarters

Office of the Fire Marshal

March 25, 2024

Natalia GomezRojas, Planner II
The Maryland-National Capital Park and Planning Commission
Development Review Division
1616 McCormick Drive
Largo, Maryland 20774

Dear Ms. GomezRojas:

The Office of the Fire Marshal of the Prince George's County Fire/EMS Department has reviewed the referral for DSP-23034 Dunkin Lanham. We have no comments at this time.

Sincerely,

A handwritten signature in black ink, appearing to read "JVR", with a long horizontal flourish extending to the right.

James V. Reilly
Project Coordinator III

JVR/jvr

Additional Back-up

For

DSP-23034

9395 Lanham Dunkin

**9395 LANHAM DUNKIN
DSP-23034**

The Applicant's requested revisions to recommended conditions, and request for any other associated findings to be modified accordingly, are as follows:

* * * * *

VII. RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Prince George's County Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-23034, for 9395 Lanham Dunkin, subject to the following conditions:

1. Prior to certification of the detailed site plan (DSP), the following revisions shall be made, or information should be provided:

~~c. Provide seating and trash receptacles within the property's frontage.~~

* * * * *

KEY:

Underline indicates language added to findings/conditions.

~~Strikethrough~~ indicates language deleted from findings/conditions.

Asterisks *** indicate intervening existing findings/conditions that remain unchanged.