



September 9, 2025

Alma M&L INC.
10411 Marlboro Pike
Upper Marlboro, MD, 20772



Re: Notification of Planning Board Action on
Detailed Site Plan DSP-16037-03
ZAXBY's Brook Drive

Dear Applicant:

This is to advise you that, on **September 4, 2025**, the above-referenced Detailed Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to the Prince George's County Planning Board's Rules of Procedure, the Planning Board's decision will become effective 30 calendar days after the date of this notice (**September 9, 2025**) of the Planning Board's decision, unless:

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

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

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

Sincerely,
Sherri Conner, Acting Chief
Development Review Division

By: Meng Sun
Reviewer

Attachment: PGCPB Resolution No. **2025-063**

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

PGCPB No. 2025-063

File No. DSP-16037-03

R E S O L U T I O N

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

WHEREAS, the applicant, Alma M&L Inc., submitted an application for approval of an amendment to a detailed site plan for an approximately 1.01-acre parcel of property ("subject property"); and

WHEREAS, pursuant to Section 27-1704(a) of the Zoning Ordinance, development approvals approved under the prior Zoning Ordinance prior to April 1, 2022 remain valid for the period of time specified in the prior Zoning Ordinance; and

WHEREAS, pursuant to Section 27-1704(b) of the Zoning Ordinance, unless the period of time under which the development approval remains valid expires, the project may proceed to the next steps in the approval process and continue to be reviewed and decided under the prior Zoning Ordinance; and

WHEREAS, pursuant to Section 27-1704(e) of the Zoning Ordinance, subsequent revisions or amendments to development approvals required to complete the project shall be reviewed and decided under the prior Zoning Ordinance; and

WHEREAS, Detailed Site Plan DSP-16037-01 was approved prior to April 1, 2022, remains valid, and governs the development of the subject property; and

WHEREAS, the applicant seeks to proceed with the next steps in the approval process for the unfinished project to develop the subject property for an eating or drinking establishment with drive-through service use; and

WHEREAS, the next steps in the approval process require the applicant to obtain approval of an amendment to DSP-16037-01; and

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

WHEREAS, in consideration of evidence presented at a public hearing on July 24, 2025, regarding Detailed Site Plan DSP-16037-03 for Zaxby's – Brooks Drive, the Planning Board finds:

1. **Request:** This detailed site plan (DSP) amendment is for the development of a 2,064-square-foot eating or drinking establishment with drive-through service on Parcel 4, within the 11.04-acre Brooks Drive South subdivision, as part of a Business Advancement and Food Access Infill use per Prince George's County Council Bills CB-62-2015 and CB-83-2018, with detailed discussions in Findings 6 and 7 below.

2. **Development Data Summary:**

		EXISTING	APPROVED	EVALUATED
Zone(s)		RMF-48	R-10	R-10
Use	Parcel 1 (DSP-16037)	Vacant	Consolidated storage	-
	Parcel 3		Vacant	-
	Parcel 4 (DSP-16037-03)		Vacant	eating or drinking establishment with drive-through service
	Parcel 5 (DSP-16037-01 and -02)		Food & Beverage Store, Gas Station	-
	Parcel A		Vacant	-
Gross tract acreage		11.04	11.04	11.04
Floodplain acreage		0.18	0.18	0.18
Net tract acreage		10.86	10.86	10.86
Parcels		5	5	5
Gross Floor Area	Total	0	135,134 sq. ft.	137,198 sq. ft.
	Parcel 1	-	129,515 sq. ft.	-
	Parcel 4	-	-	2,064 sq. ft.
	Parcel 5	-	5,619 sq. ft.	-

Parking Requirements for the Multifamily High Density Residential (R-10) Zone (Per Section 27-568(a)(5)(D) of the prior Zoning Ordinance)

Parcel 4	REQUIRED	PROVIDED
Eating or Drinking Establishment (including drive-through service or carryout) 20 seats @ 1 space per 3 seats 562 sq. ft. @ 1 space per 50 sq. ft. of GFA (excluding storage or seating)	18*	19
Standard nonparallel (9.5 feet x 19 feet)	11 Min.	13
Compact nonparallel (8 feet x 16.5 feet)	6 Max.	4
Handicap-accessible space (including handicap van-accessible space)	1 Min.	2
Total	18	19

Notes: *Of which at least one shall be handicap-accessible (including one handicap van-accessible space), in accordance with Section 27-566(b) of the prior Zoning Ordinance. In addition, up to six (one third of the total required spaces) may be compact, in accordance with Section 27-559(a) of the prior Zoning Ordinance.

Loading Spaces (Per Part 11, Division 3 of the prior Zoning Ordinance)

Parcel 4	Required	Provided
Loading spaces (12 feet x 33 feet)	1	1

Pursuant to Section 27-582 of the prior Zoning Ordinance, the approved use is under “Retail sales and service (per store)” category. The eating or drinking establishment has a gross floor area (GFA) of 2,064 square feet, which exceeds the 2,000-square-foot threshold and, therefore, is required to provide one loading space. The loading truck turning exhibit and fire truck turning exhibit show both ingress and egress movements for both loading trucks and fire trucks. The Planning Board finds the truck turning movements to be sufficient.

Bicycle Spaces

This detailed site plan (DSP) includes two inverted U-shaped bicycle racks for four bike parking spaces, which are located adjacent to the building entrance, supporting a multimodal system of service.

3. **Location:** The subject site is in Planning Area 75A and Council District 7. Geographically, it is located in the northwest quadrant of the intersection of Brooks Drive and MD 4 (Pennsylvania Avenue).
4. **Surrounding Uses:** The subject site is bounded to the south by MD 4 and by multifamily residential development beyond in the Residential, Multifamily-20 (RMF-20) Zone, formerly the Multifamily Medium Density Residential (R-18) Zone; to the west by single-family detached units in the Residential, Single-Family-65 (RSF-65) Zone, formerly the One-Family Detached Residential (R-55) Zone; to the north by multifamily residential dwelling units in the Residential Multifamily-48 (RMF-48) Zone, formerly the R-10 Zone; and to the east by Brooks Drive, with multifamily residential development beyond in the RMF-48 Zone, formerly R-10 Zone.
5. **Previous Approvals:** The site is the subject of multiple previous approvals. Two council bills also govern the development regulations applicable to the site. The 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment* (sector plan) retained the property in the R-10 Zone.

On July 11, 2013, the Prince George’s County Planning Board approved PPS 4-12002 (PGCPB Resolution No. 13-81) for five lots in support of the development for up to 300 multifamily dwelling units. On June 4, 2015, the Planning Board approved a one-year extension to PPS 4-12002. On May 5, 2016, the Planning Board approved DSP-15038 (PGCPB Resolution No. 16-59) for the development of infrastructure for the multifamily development. However, further development was never pursued relative to these approvals.

On October 20, 2015, Council Bill CB-62-2015 was approved by the Prince George's County Council, to permit the Business Advancement and Food Access Infill use in the R-10 Zone, under certain circumstances.

On December 8, 2016, the Planning Board approved PPS 4-16018 (PGCPB Resolution No. 16-150) for four parcels to support the development of a food or beverage store, consolidated storage facility, and medical office building. The approval of PPS 4-16018 superseded PPS 4-12002 and required the submission of a new DSP for the commercial development of the property.

On July 13, 2017, the Planning Board approved DSP-16037 (PGCPB Resolution No. 17-110) for development of a 36,185-square-foot food and beverage store and 130,000-square-foot consolidated storage facility, as components of a Business Advancement and Food Access Infill development on the 11.04-acre subdivision, known as Brooks Drive South, subject to two conditions.

On October 23, 2018, Council Bill CB-83-2018 was approved by the County Council to refine the definition of Business Advancement and Food Access Infill in Section 27-107 of the Zoning Ordinance, and to refine the development requirements of Section 27-445.15.

On May 21, 2020, the Planning Board approved DSP-16037-01 (PGCPB Resolution No. 2020-73) for development of a 5,619-square-foot food and beverage store and a gas station on Parcel 2, as components of a Business Advancement and Food Access Infill Development, subject to three conditions.

On September 9, 2021, the Planning Board approved PPS 4-20031 (PGCPB Resolution No. 2021-105) to subdivide Parcel 2 into two parcels, Parcels 4 and 5, for the development of 8,619 square feet of commercial development, subject to 10 conditions. Parcel 5 is developed with a 5,619-square-foot food and beverage (convenience) store and gas station, which is subject to a previously approved DSP-16037-01. PPS 4-20031 supersedes PPS 4-16018 for the area of Parcels 4 and 5 only. The other parcels of the Brooks Drive South subdivision remain subject to PPS 4-16018.

On May 17, 2022, the Prince George's County Planning Director approved DSP-16037-02 for the addition of eight Tesla superchargers to the Wawa convenience store and gas station on Parcel 5, with no conditions.

6. **Design Features:** The existing Business Advancement and Food Access Infill use on the Brooks Drive South Subdivision site currently consists of a consolidated storage building on Parcel 1 and a food and beverage store and gas station on Parcel 5. This DSP amendment is for development of a 2,064-square-foot eating or drinking establishment with a drive-through service on Parcel 4. As a result, the total GFA of all buildings on-site is increased from 135,134 square feet to 137,198 square feet. Although an eating or drinking establishment with a drive-through service alone is not a permitted use in the R-10 Zone, the development approved by this DSP amendment is part of a Business Advancement and Food Access Infill use, which is a permitted use in the

R-10 Zone, of the prior Zoning Ordinance, as modified by CB-62-2015 and CB-83-2018. This is further discussed in Finding 7 below.

The approved Parcel 4 development is a one-story, 18.7-foot-tall building with 20 indoor seats. It is oriented toward MD 4 and will be accessible by vehicles via an existing access easement from Brooks Drive that continues along the north and west sides of Parcel 4. Pedestrian access is also provided from both Brooks Drive and MD 4. The drive-through component includes two lanes that begin on the south side of the building, each equipped with its own display board. These lanes exit to the access easement, after the service windows located on the west side of the building. Parking will be provided along the southern, western, and northern sides of the building.

Architecture

Section 27-274(a)(10) and Section 27-445.15(b)(3) of the prior Zoning Ordinance require an analysis of architecture in terms of building forms, materials, and styles. The layout, scale, and architecture of the building provides an attractive design that reflects a modern aesthetic as well as compatibility with existing buildings on-site. The architecture for the one-story building includes a sloped roof with blue metal panels that provides variations on all building façades. The building is finished with a mix of materials, including bricks, metal panels, grey stucco, and custom paints. Architectural accents include brick panels along the base of the four elevations.

The building entrances are located on the southern and eastern elevations, which are designed with ample glazing and storefront windows to make the building interesting and attractive to customers. A red metal canopy is wrapped around three sides of the building to provide protection from sun and rain, as well as to enhance the aesthetics of the building. There is a single door on the northern elevation of the facility that provides access to the electrical area. The storage area is also located on the north side of the facility, and it is accessible only from within the building. The architectural floor plan does not include a door symbol for the electrical area, despite the north elevation indicating a door at that location. A condition is included herein requiring the applicant to revise the architectural floor plan to add a door symbol for the electrical area, ensuring consistency with the north elevation. The western elevation consists of the drive-through payment and service windows where customers receive orders. This canopy has been designed with materials and colors that are consistent with the building elevations. A separate canopy is over the drive-through lane on the east side of the building. The design, materials, and color scheme of the canopy are compatible with the overall architectural character and elevation of the building.

Signage

Section 27-445.15(b)(3) requires an analysis of signs. The subject DSP includes six building-mounted signs, one freestanding monument sign, and seven directional signs. All signage features a Zaxby's logo and/or accompanying text that promotes the brand's primary offering of chicken. A signage chart summarizing the number, size, and type of all approved signs are incorporated on Sheet 9 of the DSP.

The six building-mounted signs range in size from 2.5 to 57.56 square feet. Of these, three are vinyl letter signs, two are channel letters, and one is a red circular logo sign. The channel letter and logo signage will be internally illuminated. Sign details and notes are incorporated on

Sheet 10 of the DSP, indicating size, color, style, mounting details, and illumination. The architectural elevation shows three extra signs, including one additional "DRIVE-THRU" sign on the drive-through canopy, one Zaxby's rooster and one "ZAX" on the east elevation. A condition is included herein requiring the applicant to ensure all signs shown on all elevations are consistent with the sign details and sign charts. The twelve sauce signs shown on Sheet 10 are part of the ordering menu and, therefore, not classified as signage.

One freestanding sign facing MD 4 is approved to advertise the facility to motor vehicles along this expressway. This freestanding monument sign measures 46 square feet and stands 15 feet in height. This freestanding sign consists of high-quality materials, including brick and aluminum with push-through acrylic, in colors that match with the building elevation. The freestanding sign will be internally illuminated. Freestanding sign details are included on Sheet 9 of the DSP. However, the distance between the freestanding sign and limits of MD 4 is not labelled, which is conditioned herein to be provided. Pursuant to Section 27-591(b) of the Zoning Ordinance, "only the larger of two (2) sides shall be measured when the two (2) sides of a sign are back-to-back." A condition is included herein requiring the applicant to revise the signage chart to correctly note the provided area of the freestanding sign as 46 square feet.

The seven directional signs are included in two types: Type E and Type F. Three Type E signs are located along the access easement to the west of the building. Four Type F signs are located at the one-way exit of the parking lot, directing vehicles toward the access easement at the northern edge of the property. Both signage types feature the restaurant logo and will be internally illuminated. Each Type E sign measures 2.083 square feet in area per side and 3 feet in height; each Type F sign measures 3.125 square feet in area per side and 3 feet in height. The area of the Type E sign is labeled incorrectly on sheet 11. A condition is included herein requiring the applicant to revise the area of the Type E sign to 2.083 square feet in the sign detail 3/11. Four Type F signs are at the one-way exit located at the northeastern corner of Parcel 4. The Planning Board finds that duplication of these signs results in visual clutter within a limited space, and that additional signage is not functionally necessary. A condition is included herein requiring the applicant to reduce the signage to a single directional sign at this location.

Condition 1.1. of DSP-16037 requires all monument signs to be no more than 15 feet in height. The approved monument sign for the subject property is 15 feet in height and is in conformance with the prior condition. The Planning Board finds the signage package to be acceptable, with the exception of the duplicative directional signs previously addressed.

Lighting

Section 27-274(a)(3) of the prior Zoning Ordinance requires an analysis of Lighting. A photometric plan was submitted with this application, including lighting specifications and a luminaire schedule. Given the development size and its integration into an existing commercial site, three overhead pole lights are to illuminate the parking lot. The light fixtures are to be durable and compatible with the scale, architecture, and use of the site. This photometric plan demonstrates the lighting levels and features for the subject property, which have been designed to encourage pedestrian safety via durable, full-cut-off appliances. The Planning Board finds that the submitted photometric plan shows adequate lighting for users on-site and is sufficient for

illuminating drive aisles, building entryways, and walking paths, while preventing lighting from spilling over onto adjacent properties.

Loading and Trash Facilities

Section 27-274(a)(2) of the prior Zoning Ordinance requires an analysis of loading, and Section 27-274(a)(6) requires an analysis of trash facilities. One loading space and one dumpster are colocated at the northwestern corner of the property, positioned away from both MD 4 and Brooks Drive, to minimize visibility from public roadways. These facilities are located in areas conveniently accessible to the building and are directly accessible from the 22-foot-wide drive aisle which connects to Brooks Drive via the access easement.

Per Section 4.4(c)(4) of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), all dumpsters, trash pads, and trash collection or storage areas, including recycling facilities, are required to be screened from all outdoor recreation areas, retail parking areas, and entrance drives. The plans show the location of the dumpster, with the details and dimensions of the dumpster enclosure that will wholly screen the dumpster from view. The enclosure is made of materials that will be compatible with the building.

Per Section 4.4(c)(2) of the Landscape Manual, loading spaces, loading docks, and maintenance areas shall also be screened from constructed public streets. The existing and approved trees along MD 4, as well as approved trees and landscaping along the access easement, will screen the loading space from MD 4 and Brooks Drive in accordance with Section 4.4(c)(2) of the Landscape Manual.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the R-10 Zone as modified by Council Bills CB-62-2015 and CB-83-2018, and the site design guidelines of the prior Zoning Ordinance:
 - a. This application is subject to the requirements of Section 27-441, Uses permitted in Residential Zones, of the prior Zoning Ordinance as modified by CB-62-2015 and CB-83-2018. The development approved by this DSP amendment is part of a Business Advancement and Food Access Infill use, which is a permitted use in the R-10 Zone. The following is the definition of this use per Section 27-107.01(a)(38.1) of the prior Zoning Ordinance:

Business Advancement and Food Access Infill: A development which combines a food or beverage store not exceeding 40,000 square feet of gross floor area; a consolidated storage facility; may include an eating or drinking establishment, or any other use that is permitted by right, or by special exception, in the C-S-C (Commercial Shopping Center) Zone is permitted; and shall not include a Department or Variety Store, where:

- (A) the proposed development is part of a revitalization project in accordance with Section 27-445.15 of this Subtitle; and**
- (B) the development meets the criteria of Division 5, Part 5 of this Subtitle.**

This amendment to the DSP is for development of a 2,064-square-foot eating or drinking establishment with drive-through service on Parcel 4. The overall Brooks Drive South subdivision has approved DSPs for the development of a consolidated storage facility on Parcel 1, a food and beverage store with a gas station on Parcel 5, and it does not include a department or variety store. The previously approved development, as modified by this requested amendment, meets the definition of the Business Advancement and Food Access Infill use, wherein the criteria of Section 27-445.15 of the prior Zoning Ordinance are analyzed in Finding 7.b below.

- b. The following is a discussion of conformance to Section 27-445.15, Business Advancement and Food Access Infill, as required by the definition:

- (a) Applicability. As permitted in the Residential Use Tables in Section 27-441 of this Subtitle, the following additional requirements apply to development or redevelopment in the County proposing Business Advancement and Food Access Infill uses, as defined in Section 27-107.01 of this Subtitle:**

- (1) the proposed use shall be located in a Revitalization Tax Credit District Census Tract;**
- (2) the proposed use shall be located within a Historically Underutilized Business (“HUB”) Zone;**

The Planning Board has previously determined that the Brooks Drive South subdivision is located within a Revitalization Tax Credit District Census Tract and is within a Historically Underutilized Business “HUB” Zone (PGCPB No. 17-110).

- (3) the proposed use is located at the intersection of two (2) four-lane, divided roadways, one of which is a State road with functional transportation classification as an expressway; and**

The subject site is located at the intersection of MD 4 and Brooks Drive, both of which are four-lane divided roadways, with MD 4 classified as an expressway in the 2009 *Approved Countywide Master Plan of Transportation*. The subject site thereby fulfills the location requirement for the Business Advancement and Food Access Infill use.

- (4) the property on which the proposed uses will be located has a land area of at least eight (8) acres and abuts property in the R-10 (Multifamily High Density Residential) Zone.**

The subject site has a land area of 11.04 acres and abuts property in the R-10 Zone in conformance with this requirement.

(b) Other Requirements.

- (1) The prescriptions set forth in Section 27-442 of this Subtitle shall not apply to the uses and structures within a Business Advancement and Food Access Infill development project. The dimensions and structures shown on the approved detailed site plan for the project shall serve as the development regulations for the project.**
- (2) All Business Advancement and Food Access Infill development shall be subject to detailed site plan approval process in accordance with Division 9, Part 3 of this Subtitle.**
- (3) The detailed site plan review shall include review and approval of architectural elements, including building materials, typical building elevations, signs, and outdoor lighting.**

DSP-16037, along with its subsequent amendments, was previously found in conformance with these requirements. Development regulations, including architecture, building materials, elevations, signs, and outdoor lighting for the eating or drinking establishment with drive-through service on Parcel 4, are as part of this DSP amendment. Upon approval of the amendment, they will serve as the development regulations for Parcel 4. As detailed in Finding 6 above, the Planning Board has reviewed these design elements and find them to be acceptable.

- (4) Where the proposed use includes a gas station, the detailed site plan review shall also include review of all building elevations to ensure durability and compatibility with the architecture of surrounding buildings internal to the site. In addition, where the subject property has a prior approved detailed site plan, development of the gas station use shall conform, to the maximum extent possible, with the terms of such prior site plan approval.**

With approval of DSP-16037-01, the gas station shown on Parcel 5 of the Brooks Drive subdivision was found in conformance with these requirements. The subject DSP amendment does not include a gas station, thus does not impact the previous findings of conformance.

- (5) All consolidated storage for a Business Advancement and Food Access Infill development shall meet the requirements set forth in Sections 27-344.01(a)(5), (6), and (7) of this Subtitle.**

With approval of DSP-16037, the consolidated storage facility shown on Parcel 1 of the Brooks Drive subdivision was previously found in conformance with these requirements. The subject DSP amendment does not change the previous findings of conformance.

- c. Section 27-274(a) of the prior Zoning Ordinance, as cross-referenced in Section 27-283, provides site design guidelines for a DSP. The applicable design guidelines are described as the follows:

Section 27-274(a)

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

- (A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site. As a means of achieving these objectives, the following guidelines should be observed:**
- (i) Parking lots should generally be provided to the rear or sides of structures;**
 - (ii) Parking spaces should be located as near as possible to the uses they serve;**
 - (iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;**
 - (iv) Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and**
 - (v) Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.**

The parking spaces are located on the southern, northern, and western sides of the building and provide convenient access to customers. A total of 19 parking spaces are provided to meet the minimum 18 space

requirement. The parking lot design features a single parking aisle, which is separated from the drive-through lanes, to allow free flow of traffic through the parking lot and minimize the conflicts with drive-through lanes. The vehicular circulation is also separated from the pedestrian circulation to avoid conflicts between the two. Crosswalks are provided where both vehicular and pedestrian circulation systems cross each other. Parking islands with trees are provided within the parking lot. Based on the landscaping and configuration of the parking lot, the parking meets the requirements and allows for adequate and safe circulation through the site.

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

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

The subject DSP includes one loading space, located at the northwestern corner of Parcel 4. This loading space is positioned as far from MD 4 and Brooks Drive as practicable, minimizing visibility from public view. The existing and approved trees along MD 4, as well as approved trees and landscaping along the access easement, will further screen the loading space from public view on MD 4 and Brooks Drive, in accordance with Section 4.4(c)(2) of the Landscape Manual. The submitted truck circulation exhibit demonstrates that trucks will navigate through the site effectively.

The loading space is clearly marked, but is abutting the dumpster. Since the loading and trash pick-up times may differ and can be scheduled in advance to prevent conflicts, the Planning Board finds the location of this loading space acceptable, if appropriate signage to prevent conflicts to not block the loading zone is present and the dumpster doors are kept closed. A condition is included herein requiring the applicant to install a signage on the dumpster gate to keep the dumpster doors closed. The loading space is separated from most, but not all of the parking spaces. Due to the limited site area, the Planning Board finds that the requirements for the loading area are met, as conditioned.

(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:

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

The site plan includes a 5-foot-wide sidewalk, American's with Disabilities Act (ADA) curb ramp, and crosswalks providing connections throughout the site. Vehicular circulation is separated and can accommodate inter-parcel connections. The Planning Board finds the circulation on-site to be sufficient.

A fire truck turning exhibit and a loading truck turning exhibit, both including ingress and egress, were submitted with the appropriate design classification for the site. The Planning Board finds the truck turning movements shown on the exhibits to be sufficient.

(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.**

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

(4) Views.

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

The building will enhance the development of the overall Brooks Drive South subdivision as a Business Advancement and Food Access Infill

site, with emphasis centered on the creation of a modern and strong street presence on MD 4 and Brooks Drive. The landscaping along MD 4 completes the street frontage of the infill site, creating a scenic view for both drivers passing by and pedestrians and bikers using the sidewalk along MD 4. Ample existing vegetation and woodland preservation is retained between the commercial uses and the Oxon Run stream, to provide the required riparian buffer and separate the site from the adjacent multifamily residential use to the north. Accordingly, the Planning Board finds that the site design techniques preserve, create, and emphasize scenic views from public areas.

(5) Green Area.

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

On-site green areas for the overall Brooks Drive South subdivision were established with DSP-16037 and its subsequent amendments and will not be changed by this DSP amendment. For Parcel 4, on-site green space is

strategically located around the periphery of the site, effectively framing the parking areas and drive aisles. These landscaped areas also contribute to pedestrian comfort by providing shade along sidewalks. This space is designed to be aesthetically pleasing and provide visual interest as well as assist in mitigating localized heat island effects. The Planning Board finds that the on-site green area conforms with this guideline.

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

The requirement to preserve and/or restore the regulated environmental features (REF) in a natural state, as outlined in Section 24-130(b)(5) of the prior Subdivision Regulations, was satisfied with the approval of the original DSP. The subject DSP does not impact REF.

(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.**

Amenities to be provided on-site include light fixtures in the parking lot, bicycle racks, ADA parking spaces, and striped crosswalks. The design of these amenities has been coordinated to be compatible with the overall building design, and to enhance the visual unity of the site. The majority of the amenities are located immediately adjacent to the sidewalk, providing circulation around the building. The amenities are designed to be functional and will be constructed of durable, low-maintenance materials. The parking lot light fixtures feature single-piece, die-cast aluminum housings constructed from versatile, patented, standard mount arm, ensuring durability and longevity. Bicycle racks are constructed using heavy duty wall tubing, providing structural strength.

The bike racks will be located on the south side of the building, next to the building entrance. Light fixtures for the parking lot will be located behind curbs or wheel stops wherever feasible. ADA parking spaces are provided to accommodate disabled visitors and are designed to be appropriately scaled for user comfort.

(7) Grading.

- (A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts. To fulfill this goal, the following guidelines should be observed:**
 - (i) Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;**
 - (ii) Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;**
 - (iii) Grading and other methods should be considered to buffer incompatible land uses from each other;**

- (iv) Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and**
- (v) Drainage devices should be located and designed so as to minimize the view from public areas.**

The evaluation of the topography and execution of grading was found acceptable and executed with the original DSP. Parcel 4 is an infill site. Additional grading may be necessary to develop the project, and will be minimized, to the extent possible.

(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.**

Two service areas are included on-site: one to accommodate a dumpster, and the other to serve as a loading space. The dumpster and loading space are colocated at the northwestern corner of Parcel 4, positioned away from both MD 4 and Brooks Drive, to minimize visibility from public roadways. The dumpster and loading space are located in areas conveniently accessible to the building. As shown in the site details Sheet 12, a masonry enclosure comprised of split face block will be provided around the dumpster for screening. The enclosure is made of materials that will be compatible with the building. The existing trees and approved trees along MD 4, as well as approved trees and landscaping along the access easement will screen the loading space from MD 4 and Brooks Drive. Deliveries will occur during non-business hours.

(9) Public Spaces.

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

The subject amendment is small-scale commercial development, and the site is not large enough to support appreciable public space. No public space system is included in the development; therefore, this requirement is not applicable to this subject DSP amendment.

(10) Architecture.

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

A detailed discussion regarding architecture has been addressed in Finding 6 above. The Planning Board finds the architectural design guidelines to be met.

(11) Townhouses and three-family dwellings.

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

8. **Preliminary Plan of Subdivision 4-20031:** PPS 4-20031 was approved by the Planning Board on September 9, 2021 (PGCPB Resolution No. 2021-105) to subdivide Parcel 2 into two parcels, Parcels 4 and 5, in support of the development of 8,619 square feet of commercial development, subject to 10 conditions. The conditions relevant to this DSP are listed below, in **bold** text. Analysis of the conditions follows each one in plain text.

3. **Development of this site shall be in conformance with the approved Stormwater Management Concept Plan (No. 61317-2016-02) and any subsequent revisions.**

Stormwater Management (SWM) Concept Plan 61317-2016-02 was approved by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) on September 6, 2024, for the full commercial development of the Brooks Drive Property. However, the SWM concept plan does not reflect the development change for Parcel 4 by this DSP amendment. As such, a condition has been included requiring the submission of a revised and approved SWM concept plan and letter that correctly reflects the approved development, prior to certification of the DSP amendment. This requirement was also requested by DPIE in a memorandum dated May 29, 2025 (Guzman to Sun).

7. **Total development within the subject property shall be limited to uses that would generate no more than 190 AM and 151 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision (PPS) with a new determination of the adequacy of transportation facilities. A portion of this cap is part of the original trip cap for Brooks Drive Property, PPS 4-16018. While this application is creating an additional entitlement for the overall Brooks Drive Property in the AM peak hour, this cap is in no way represents an additional entitlement for the area covered by PPS 4-16018 in the PM peak hour.**

The trip cap approved in the preliminary plan was for Parcels 4 and 5. Parcel 5 was constructed with a convenience store, with 16 fueling positions, and has a trip cap of 121 AM and 107 PM trips. The current application is for Parcel 4, which was initially approved as a 3,000-square-foot fast-food restaurant (for trip planning purposes), but the submitted plans are for a smaller building footprint of a single-story, 2,064-square-foot building with a drive-through window. This development is to use 46 AM and 31 PM trips. Based on the above calculation, the development does not exceed the established trip cap.

8. **The applicant and the applicant's heirs, successors, and/or assignees shall provide the following facilities and show these facilities within the limits of this PPS on any submitted detailed site plan prior to its acceptance:**

- a. **Standard bicycle lane along the property frontage of Pennsylvania Avenue, unless modified by the Maryland State Highway Administration, with written correspondence.**

A standard bicycle lane along the property frontage of MD 4 has been implemented, which is shown on the submitted site plan; therefore, this condition is met.

- b. **Standard bicycle lane along the property frontage of Brooks Drive, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.**

The submitted site plan includes shared road pavement markings rather than a standard bicycle lane along the property frontage of Brooks Drive, as required by this condition. A condition is included herein requiring the applicant to include a standard bicycle lane along the property frontage of Brooks Drive, prior to certification of the plans, unless modified by DPIE with written correspondence.

- c. **All widths of sidewalks to be dimensioned on all plan sheets.**

The widths of sidewalks are dimensioned on all submitted plan sheets.

- d. **Minimum five-foot-wide sidewalks along the entire ingress/egress easement, except that sidewalk may be omitted where approved sidewalk exists or will exist along the easement outside the limits of this PPS. Whether any sidewalk may be omitted shall be determined at the time of detailed site plan, based on a finding of whether the proposed development will have sufficient pedestrian access to sidewalk along the easement and a continuous sidewalk connection to Brooks Drive.**

Five-foot-wide sidewalks are provided along the east-west portion of the ingress/egress easement, but not along the north-south portion of the ingress/egress easement. The uses on Parcels 4 and 5 have sufficient pedestrian access on the north and south sides of the two parcels connecting to approved buildings. A continuous sidewalk connection to Brooks Drive is provided for Parcels 4 and 5 along MD 4.

Pedestrian connectivity to Parcel 1, the consolidated storage facility, is limited due to the nature of the use not being a walk-up business. The Resolution of DSP-16037 (PGCPB Resolution No. 17-110) approved that the sidewalk on the consolidated storage portion of the site is to be limited to the southeast corner of Parcel 1, where the office space and handicap-accessible parking space are located, and that the sidewalk will not extend to the edge of Parcel 1 for inter-parcel connection. Therefore, no pedestrian connectivity to Parcel 1 from Parcel 4 is provided via the subject DSP amendment.

The Planning Board finds that the development on Parcel 4 will have sufficient pedestrian access to the sidewalk along the ingress/egress easement and along MD 4 for a continuous sidewalk connection to Brooks Drive.

- e. **Minimum five-foot-wide sidewalks, crosswalks, and Americans with Disabilities Act curb ramps throughout the subject property to provide connections from the sidewalk along the ingress/egress easement and the entrances of the proposed uses as well as to adjacent parcels.**

Five-foot-wide sidewalks, crosswalks, and ADA-compliant curb ramps are provided throughout Parcel 4, providing connection from Parcel 4 to Parcel 5, and from the entrance of the building to the sidewalk along the ingress/egress easement. As discussed in Condition 8.d. above, pedestrian connection to Parcel 1 is not feasible, because the sidewalk for the consolidated storage was not extended to the edge of Parcel 1 for inter-parcel connection. The Planning Board finds this condition is met.

- f. **A minimum of two inverted U-style bicycle racks, or rack of a similar style that provide two points of contact for supporting and securing a parked bicycle at a location convenient to entrance of each proposed use.**

Two inverted U-style bicycle racks for four bike parking spaces are located near the southern entrance of the building; therefore, this condition is met.

- 10. **At the time of detailed site plan, the plan shall include cross sections of the ingress/egress easement which show the travel lanes and any adjacent sidewalks.**

Three cross sections of the ingress/egress easement were included with the DSP showing travel lanes and adjacent sidewalks; therefore, this condition is met.

- 9. **Detailed Site Plan DSP-16037:** The Planning Board approved DSP-16037 on December 8, 2016 (PGCPB Resolution No. 17-110), for the development of a 36,185-square-foot food and beverage store and 130,000-square-foot consolidated storage facility in the Brooks Drive subdivision, subject to two conditions. The conditions relevant to this DSP are listed below, in **bold** text. Analysis of the conditions follows each one, in plain text:

- 1. **Prior to certificate approval of the detailed site plan (DSP), the applicant shall submit additional documentation and revise the plans as follows:**

- c. **The applicant shall demonstrate that the rear building elevation of the grocery store is visually attractive so that it will be compatible with the surrounding architecture and the other buildings internal to the site. High-quality materials, such as brick, shall be utilized in the design of the rear elevation, and special attention should be paid to the form, massing, architectural detail, and pattern of fenestration along the rear elevation.**

The architecture of the rear façade shall be reviewed and approved by the Urban Design Section as the designee of the Planning Board.

The previously approved grocery store was never constructed and is no longer included in the subject development. This condition is no longer applicable; however, the architecture of the approved building incorporates high-quality materials, provides a visually attractive design on all façades, and is compatible with surrounding architecture and buildings internal to the site.

- e. **The revised and approved stormwater concept plan and letter for the current commercial proposal shall be submitted and correctly reflected on the Type 2 tree conservation plan and the DSP.**

SWM Concept Plan 61317-2016-02 was approved by DPIE on September 6, 2024 for the full commercial development of the Brooks Drive subdivision. However, the SWM concept plan does not reflect the development change by this DSP amendment, for Parcel 4. As such, a condition has been included requiring the submission of a revised and approved SWM concept plan and letter that correctly reflects the eating and drinking establishment, prior to certification of the DSP amendment.

- g. **The dumpster enclosure for the LIDL food and beverage store shall be replace with masonry to match the building elevations and painted corrugated metal doors and compatible quality material shall be used for the gate of the dumpster of the storage facility.**

This DSP amendment does not include the previously approved LIDL food and beverage store. However, the approved development includes a masonry dumpster enclosure with metal gates that are compatible materials and colors to match the drinking and eating establishment architecture.

- i. **The applicant shall ensure that the same information, so far as it is relevant and appropriate such as grading plan, is included on the DSP and landscape plan.**

This DSP amendment includes all relevant and appropriate information to show the current proposal as well as previously approved conditions.

- j. **The description of the required handicapped parking rate shall be corrected in the parking schedule on the cover sheet of the plan sheet and the calculations corrected if and as necessary.**

The DSP amendment accurately describes the required handicap-accessible parking rate in the parking schedule and associated calculations on the coversheet; therefore, this condition is met.

k. Delineate all parking and loading space dimensions.

The DSP amendment provides dimensional information for parking and loading spaces and conforms to this condition.

l. Reduce all monument signs for both the food and beverage store and the consolidated storage facility to be no more than 15 feet in height.

The approved double-sided, freestanding, monument sign facing MD 4 is 15 feet in height, consistent with this prior approval.

m. Ensure the color scheme for the masonry material proposed on the consolidated storage facility is compatible with the masonry color scheme on the food and beverage store. A similar compatible masonry color scheme shall be applied to the building on Parcel 3 in the future.

The DSP amendment includes similar masonry materials, specifically bricks and grey stucco, for the eating or drinking establishment building. The Planning Board finds that the color scheme for the masonry materials is compatible with the previously approved consolidated storage facility on Parcel 1 and the food and beverage store and gas station on Parcel 2, now known as Parcel 5.

10. **Detailed Site Plan DSP-16037-01:** The Planning Board approved DSP-16037-01 on May 21, 2020 (PGCPB Resolution No. 2020-73), for the development of a 5,619-square-foot food and beverage store and a gas station on Parcel 2 (now known as Parcel 5), as components of a Business Advancement and Food Access Infill development, subject to three conditions. The condition relevant to this DSP is listed below, in **bold** text. Analysis of this condition follows, in plain text.

3. Prior to approval of a building permit, the Section 24-128(b)(9) of the Prince George's County Subdivision Regulations access easement will be rerecorded in land records to match the detailed site plan. The liber and folio of that recording shall be reflected on a revised record plat.

Final Plat 5-21148 was approved by the Planning Board on March 23, 2023. The access easement was recorded to match DSP-16037-01 and is recorded in the Prince George's County Land Records in Liber 48640, folio 127.

11. **2010 Prince George's County Landscape Manual:** Applicable Landscape Manual schedules have been provided with the submitted landscape plan. As shown on the landscape plans, the DSP is in conformance with Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. The Planning Board has reviewed the submitted landscape plans and find that they conform with the requirements of these sections, except for some minor technical errors. A condition is included

herein requiring the applicant to clearly delineate the linear feet associated with Schedules 4.2-1 (A, B, and C) on the landscape plan.

12. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is subject to the grandfathering provisions of the 2024 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) as provided for in Section 25-119(G)(4) of the Prince George's County Code. This application has a previously approved and implemented Type 2 tree conservation plan (TCP2), which is still valid. Based upon the provided information and PGAtlas, there are no impacts to REF or unsafe soils. No revisions to the approved TCP2 are included as part of the DSP amendment.
13. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 2,500 square feet of GFA, or disturbance, and requires a grading permit. The subject property has a previously approved landscape plan demonstrating conformance to tree canopy coverage (TCC) for the entire 11.04-acre property via approval of DSP-16037-02. The submitted TCC schedule demonstrates the TCC requirement is still met.
14. **Referral comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and are incorporated herein by reference:
 - a. **Community Planning**—In a memorandum dated June 20, 2025 (Klein to Sun), it was noted that sector plan conformance is not a required finding for this DSP amendment. The approved land use does not conform to the recommended land use of the sector plan; however, the subject property is zoned R-10, and the use is permitted on the property subject to CB-62-2015, which allows the eating and drinking establishment on-site, under certain circumstances, which is met with this application.
 - b. **Transportation Planning**—In a memorandum dated June 20, 2025 (Udeh to Sun), it was noted that:

Master Plan Compliance

The 2009 *Countywide Master Plan of Transportation* (MPOT) and the 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment* contain the following recommendations:

Master Plan Right of Way (ROW)

Pennsylvania Avenue (E-3): 200-foot ROW

The MPOT and sector plan recommend a 200-foot ROW on MD 4 (Pennsylvania Avenue). The recommended ROW is identified on the site plan.

Master Plan Pedestrian and Bike Facilities

The MPOT recommends the following facilities:

Brooks Drive: Planned bicycle lane

The site plan includes shared road pavement markings. The applicant is requested to provide correspondence of the modification of the facility, prior to permitting.

Pennsylvania Avenue: Bicycle lane

A striped bicycle lane currently exists along the property frontage of Pennsylvania Avenue.

Recommendations, Policies, and Goals

MPOT Complete Streets Policies (page 10):

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.

The site plan includes a 5-foot-wide bike lane along the frontage of Brooks Drive and an 8-foot-wide shared-use path along MD 4 to meet the intent of the policy. Both roadways also include approved and existing bicycle infrastructure.

The sector plan provides guidance for multimodal circulation through the planning area (page 62):

Policy 3: Enhance and provide pedestrian-friendly amenities throughout the corridor that assist in transforming the corridor into a safe and comfortable environment.

The site plan includes a 5-foot-wide sidewalk along the frontage of Brooks Drive and an 8-foot-wide shared use path along MD 4 connecting to the development, and meet the intent of the policy.

- c. **Environmental Planning**—In a memorandum dated June 20, 2025 (Kirchhof to Sun), it was noted that this site has a previously approved and implemented TCP2-005-2016-02, which allowed for clearing and grading on Parcel 4 for future development. Natural Resources Inventory Plan (NRI-027-12-01) was approved on December 29, 2016. Based on conformance with TCP2-005-2016-02, a TCP revision is not required as a companion to DSP-16037-03. No additional clearing, removal of specimen trees, or impacts to REF are included with this application. This site has an approved SWM plan and associated letter, 61317-2016-02, which was approved on September 6, 2024, and expires on September 6, 2027.

- d. **Historic Preservation and Archeological Review**—In a memorandum dated June 17, 2025 (Stabler, Smith, and Chisholm to Sun), it was noted that the sector plan contains limited goals and policies related to historic preservation (pages 45–47). However, these are not specific to the subject site or applicable to the development. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain, and is not adjacent to, any designated Prince George’s County historic sites or resources.
 - e. **Permit Review**—In a memorandum dated June 18, 2025 (Greenwell to Sun), the Permit Review Section had no comments on this application .
 - f. **Special Projects**—In an email dated May 27, 2025 (Walker to Sun), the Special Projects Section had no comments on this application.
 - g. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated May 20, 2025 (Branch to Sun), and in a memorandum dated May 29, 2025 (Guzman to Sun), DPIE requested approval of a revised SWM concept plan, to align with the layout approved with this DSP amendment, which is conditioned herein to be provided prior to certification. DPIE’s memorandum also provided a list of comments related to permits, which will be addressed at the time of permitting.
 - h. **Price George’s County Police Department**—The Police Department did not offer comments on this application.
 - i. **Prince George’s County Fire/EMS Department**—The Fire/EMS Department offered no comments on this application.
 - j. **Prince George’s County Health Department**—The Health Department did not offer comments on this application.
 - k. **Washington Suburban Sanitary Commission (WSSC)**—In a letter dated May 28, 2025 (Qadwai to Sun), WSSC provided a hydraulic planning analysis and conditions of approval which will be addressed during the system extension permit stage.
15. **Community Feedback:** The Planning Board did not receive any inquiries from the community regarding the subject DSP.
16. 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 conditions below, represents a most reasonable alternative for satisfying the site design guidelines of prior Subtitle 27, Part 3, Division 9, of the County Code, without requiring unreasonable costs and without detracting substantially from the utility of the development for its intended use.

17. Section 27-285(b)(2) of the prior Zoning Ordinance is not applicable because there is no conceptual site plan.
18. Section 27-285(b)(3) of the prior Zoning Ordinance does not apply to this DSP because it is not a DSP for infrastructure.
19. As required by Section 27-285(b)(4) of the prior Zoning Ordinance, the Planning Board may approve a DSP if it finds that REF have been preserved and/or restored in a natural state to the fullest extent possible, in accordance with the requirement of Section 24-130(b)(5) of the prior Prince George's County Subdivision Regulations. There are no REF on the subject property.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Detailed Site Plan DSP-16037-03 for the above-described land, subject to the following condition:

1. Prior to certification of the detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall:
 - a. Submit a revised and approved stormwater management concept plan and letter that correctly reflects the layout of the eating and drinking establishment, in accordance with Section 27-282(e)(11) of the prior Prince George's County Zoning Ordinance.
 - b. Show a standard bicycle lane along the property frontage of Brooks Drive, unless modified by the operating agency in accordance with any Prince George's County Department of Public Works and Transportation adopted standards, or in accordance with a waiver to said standards approved pursuant to the provisions currently codified in Section 23-105(g)(1) of the Prince George's County Code, with written correspondence, per Condition 8.b. of Preliminary Plan of Subdivision 4-20031.
 - c. Ensure all signs shown on all elevations are consistent with the sign details and sign charts.
 - d. Pursuant to Section 27-445.15(b)(3) of the prior Prince George's County Zoning Ordinance, revise the area of the Type E sign to 2.083 square feet in the sign detail 3/11.
 - e. Pursuant to Section 27-445.15(b)(3) of the prior Prince George's County Zoning Ordinance, delineate and label the distance between the freestanding sign and limits of MD 4 (Pennsylvania Avenue).
 - f. Pursuant to Section 27-445.15(b)(3) of the prior Prince George's County Zoning Ordinance, reduce the signage to a single directional sign at the one-way exit located at the northeastern corner of Parcel 4.
 - g. Revise the signage chart to correctly note the provided area of the free-standing sign as 46 square feet.

- h. Clearly delineate the linear feet associated with Schedule 4.2-1 (A, B, and C) on the landscape plan, in accordance with the 2010 *Prince George's County Landscape Manual*.
- i. Indicate and provide detail for signage on the dumpster gate, to keep the dumpster doors closed, pursuant to Section 27-274(a)(2)(B) of the prior Prince George's County Zoning Ordinance.
- j. Revise the architectural floor plan DD-01 to add a door symbol for the electrical area, ensuring consistency with the northern elevation.

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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, and Barnes voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, July 24, 2025, in Largo, Maryland.

Adopted by the Prince George's County Planning Board this 4th day of September 2025.

Darryl Barnes
Chairman

By 
Jessica Jones
Planning Board Administrator

DLB:JJ:MS:rpg

APPROVED AS TO LEGAL SUFFICIENCY



David S. Warner
M-NCPPC Legal Department
Date: August 1, 2025