AGENDA ITEM: 5
AGENDA DATE: 6/25/2026

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

Note: Staff reports can be accessed at https://www.mncppc.org/883/Watch-Meetings

Detailed Site Plan DSP-2025-0036
Mill Branch Crossing – Arby's

REQUEST	STAFF RECOMMENDATION
Development of a 1,910-square-foot eating and drinking establishment with drive-through service.	With the conditions recommended herein: • APPROVAL of Detailed Site Plan DSP-2025-0036

Location: On the east side of US 301 (Robert Crain Highway), approximately 200 feet north of its intersection with Mill Branch Road.

Gross Acreage:	0.93
Zone:	CGO
Prior Zone:	C-S-C
Reviewed per prior Zoning Ordinance:	Section 27-1703(c)
Gross Floor Area:	1,910 sq. ft.
Planning Area:	71B
Council District:	04
Municipality:	City of Bowie

Applicant/Address:
Mill Branch Sandwiches, LLC
3640 Martins Dairy Circle
Olney, MD 20832

Staff Reviewer: Dexter E. Cofield
Phone Number: 301-952-4325
Email: Dexter.Cofield@ppd.mncppc.org

Planning Board Date:	06/25/2026
Planning Board Action Limit:	07/02/2026
Staff Report Date:	06/11/2026
Date Accepted:	04/06/2026
Informational Mailing:	12/05/2025
Acceptance Mailing:	03/27/2026
Sign Posting Deadline:	05/26/2026

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-2025-0036
Mill Branch Crossing – Arby's

The Urban Design section has reviewed the subject application 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

The subject property is located within the Commercial, General and Office (CGO) Zone. However, this application is being reviewed and evaluated in accordance with the Prince George's County Zoning Ordinance effective prior to April 1, 2022 (prior Zoning Ordinance), pursuant to Section 27-1703(c) of the current Zoning Ordinance, which allows for subsequent revisions or amendments to an approved project to continue to be reviewed and decided under the Zoning Ordinance and Subdivision Regulations under which it was approved. Specifically, the applicant is amending Detailed Site Plan DSP-20003, which was approved by the Prince George's County Planning Board (PGCPB Resolution No. 2022-35) on April 7, 2022. The current Zoning Ordinance went into effect on April 1, 2022, but provides that "any development application [. . .] that is filed and accepted before April 1, 2022, but still pending final action as of that date, shall be reviewed and decided in accordance with the Zoning Ordinance and Subdivision Regulations in existence at the time of the submission and acceptance of the application." (See Zoning Ordinance Section 27-1703(a)). Accordingly, DSP-20003 was approved under the prior Zoning Ordinance and remains valid. Following its approval, DSP-20003 may be amended under the prior Zoning Ordinance per Section 27-1703(c), which provides "until and unless the period of time under which the development approval or permit 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 prior Subdivision Regulations." Since DSP-20003 remains valid, the subject DSP-2025-0036 may be reviewed under the prior Zoning Ordinance. Under the prior Zoning Ordinance, the property is subject to the standards of the Commercial Shopping Center (C-S-C) Zone, which applied to this property prior to April 1, 2022. Staff considered the following in reviewing this detailed site plan:

a. The requirements of the prior Prince George's County Zoning Ordinance for the Commercial Shopping Center (C-S-C) Zone, and site design guidelines;

b. The requirements of Certificate of Adequacy ADQ-2025-0032;

c. The requirements of Preliminary Plan of Subdivision 4-19050;

d. The requirements of Detailed Site Plan DSP-20003 and subsequent amendments;

e. The requirements of the 2010 *Prince George's County Landscape Manual*;

f. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;

g. The requirements of the Prince George's County Tree Canopy Coverage Ordinance;

h. Referral comments; and

i. Community feedback.

FINDINGS

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

1. Request: This detailed site plan (DSP) is for the physical site improvements for a 1,910-square-foot eating and drinking establishment with drive-through service on proposed Parcel 6 of the Mill Branch Crossing subdivision. The subject property (Parcel 6) is 0.93 acre and is part of the Mill Branch Crossing development approved with DSP-20003, which comprises a total land area of approximately 70.11 acres.

2. Development Data Summary:

	EXISTING	EVALUATED
Zone(s)	CGO	C-S-C
Use(s)	Vacant	Proposed eating and drinking establishment with drive-through service
Gross tract acreage	0.93	0.93
Outlots	1* (Outlot 6A)	0
Parcels	-	1* (Parcel 6)
Gross floor area (sq. ft.)	-	1,910

Note: *Under the original DSP-20003, only infrastructure was approved and no final design for development of the commercial area was approved. Given final configuration of the commercial parcels was unknown at that time, since specific tenants and buildings were not part of that approval, the commercial area was platted as outlots to facilitate grading, while indicating that future DSP approval for the commercial development and final parcel configuration would still be needed. The property is currently comprised of part of existing Outlot 6A, recorded in Plat Book ME 270-9, Plat 13 of the Prince George's County Land Records.

Figure 1: Proposed Parcel with subject development (highlighted in red)

Zoning Regulations (Per Section 27-462(a) of the prior Prince George's County Zoning Ordinance)

	REQUIRED (min.)	**PROVIDED**
Street setback – Saint Lola Lane (private road)	10 feet	85.2 feet
Side setback – North	12 feet	87.9 feet
Street setback – US 301	10 feet	93.8 feet
Side setback - South	12 feet	42.2 feet
Building height	N/A	25 feet

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

USE	**SPACE SIZE**	**REQUIRED**	**PROVIDED**
Eating and drinking establishment with drive-through @ 1 space per 3 seats + 1 space per 50 sq. ft. of GFA (excluding any area used exclusively for storage or patron seating, and any exterior patron service area): 22 seats and 790 sq. ft.		min. 24	
	Regular parking space (9.5 feet X 19 feet)*	-	22*
	Handicap-accessible space (9 feet X 19 feet)	min. 2	2
	Total	**24**	**24**

Note: *Of which at least two shall be handicap-accessible, in accordance with Section 27-566(b) of the prior Zoning Ordinance. In addition, up to eight (one third of the requirement) may be compact, in accordance with Section 27-559(a) of the prior Zoning Ordinance. The DSP does not include any compact parking spaces.

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

Use	Rate	**Required** (min.)	Provided
Eating and drinking establishment with drive-through: 1,910 sq. ft. of GFA	Loading spaces (33 feet x 12 feet)	0	1*

Note: *A loading space is not required as the building is less than 2,000 square feet of gross floor area. However, a 12-foot by 33-foot loading space is provided with this DSP.

Bicycle Spaces
The DSP includes one U-shaped bicycle rack accommodating two bicycle parking spaces for patrons. The rack is located on the north side of the building, adjacent to the sidewalk and entrance.

3. **Location:** The subject site is in Planning Area 71B and Council District 4. Geographically, it is located on the east side of US 301 (Robert Crain Highway), approximately 200 feet north of its intersection with Mill Branch Road.

4. **Surrounding Uses:** The site is bounded to the north by a multi-tenant commercial retail lot, and to the south by a lot for future development, both in the Commercial, General and Office (CGO) Zone (previously zoned Commercial Shopping Center (C-S-C)) within the Mill Branch Crossing development. To the east is Saint Lola Lane, and beyond is residential development within Mill Branch Crossing, in the CGO (previously C-S-C) Zone, approved with DSP-20003. To the west is US 301, and beyond are an integrated shopping center, known as Collington Plaza Shopping Center, in the CGO (previously C-S-C) Zone, and a residential development in the Legacy Comprehensive Design (LCD) Zone (previously zoned Residential Urban Development(R-U)).

5. **Previous Approvals:** The 2006 *Approved Master Plan and Sectional Map Amendment for Bowie and Vicinity* reclassified the subject property from the prior Residential-Agricultural (R-A) Zone to the prior C-S-C Zone. The 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* (master plan) retained the property in the prior C-S-C Zone.

Preliminary Plan of Subdivision (PPS) 4-19050 was approved by the Prince George's County Planning Board on March 18, 2021 (PGCPB Resolution No. 2021-42), for creation of 190 lots and 39 parcels for development of 190 single-family attached dwellings, 408 multifamily dwelling units, a 150-room hotel, and 77,635 square feet of commercial development. An automatic Certificate of Adequacy (ADQ-2025-0031) is associated with the PPS. An amended Certificate of Adequacy (ADQ-2025-0032), approved by the Planning Director on April 23, 2026, documents the applicant's removal of the 150-room hotel and revision of the

proposed commercial use to allow up to 72,000 square feet of commercial development. The property, shown as proposed Parcel 6 on the DSP, is currently comprised of part of Outlot 6A, recorded in Plat Book ME 270 Plat No. 9 of the Prince George's County Land Records. Outlot 6A includes the areas of prior Outlot 6 and part of prior Outlot 7 (recorded in Plat Book ME 262, Plat No. 51) and was platted to include the area remaining after creation of development Parcels 7, 8, 9, and 10, subsequent to approval of DSP-20003-02, -03, and -04.

DSP-20003 was approved by the Planning Board on April 7, 2022 (PGCPB Resolution No. 2022-35), for development of 190 townhouses, 408 multifamily dwelling units in 6 buildings, and infrastructure improvements for the remainder of the site for future commercial development. Since 2022, four amendments to the DSP have been approved by the Planning Board for the tenant-specific commercial development of Parcels 7, 8, 9, and 15 within Mill Branch Crossing.

6. Design Features: The proposed development of a 1,910-square-foot eating and drinking establishment with drive-through service will be located on proposed Parcel 6. Subsequent to the subject DSP, if approved, part of existing Outlot 6A will be re-platted for the creation of Parcel 6, prior to approval of building permits.

The site will be accessed from Saint Lola Lane, a private road internal to the Mill Branch Crossing development, which connects to US 301 via a right-in/right-out access and to Mill Branch Drive via Saint Ridgely Boulevard. Access to the subject property is provided directly from Saint Lola Lane. Although a vehicular connection from the adjacent Parcel 7 was included in that parcel's approved development plan, the applicant is not proposing to carry this connection forward to the subject site with this DSP, and has indicated that the inter-parcel connection is not desired by them or the abutting owner. Staff recommended to the applicant to evaluate the feasibility for continuing the connection, but the applicant maintained their position and indicated that the abutting property would be applying for an amendment to approved plans to eliminate the connection shown on Parcel 7. The site design provides the minimum required 24 parking spaces, and establishing the vehicular connection would necessitate the removal and relocation of parking, for which the feasibility is unknown. It is noted that, as Saint Lola Lane is a private right-of-way, that solely serves the Mill Branch Crossing development; the absence of this single vehicular inter-parcel connection is not expected to cause increased traffic within or outside the development. The site will be easily accessible from other pad site developments via sidewalks along Saint Lola Lane, and proposed sidewalks through the site, in consideration of minimizing conflicts with vehicles.

The site also features a drive-through, with a menu board, a canopy, and a pickup window. In addition to the vehicular circulation elements, a small outdoor seating area with tables is provided near the eastern entrance.

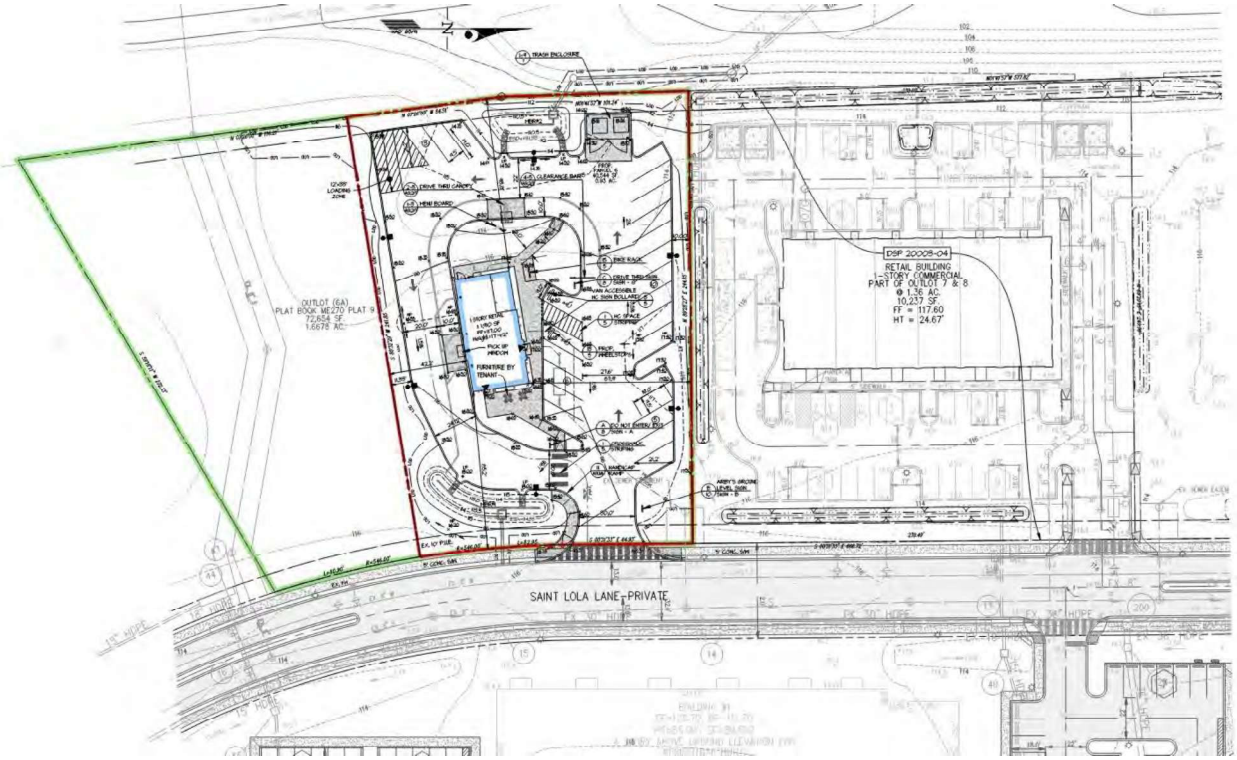


Figure 2: Detailed Site Plan

Architecture

The proposed development consists of a 1,910-square-foot, one-story commercial building with a flat roof. The building incorporates multiple exterior finish materials, including brick veneer, stacked stone veneer, fiber cement wall panels, and composite wood-tone siding. The northern elevation features a brick-clad vertical entry element that extends above the roofline. Storefront glazing and a canopy are provided at the building entrance, with restaurant branding located above. A horizontal red accent band extends across the elevation above the storefront system, delineating changes in façade materials, with brick veneer below and horizontal panelized cladding above.

The southern elevation includes a vertical architectural element containing the drive-through window, which is clad with red paneling and includes a canopy above. The remainder of the façade consists primarily brick veneer at the lower portions, with paneling and composite wood-tone siding extending to the roofline and incorporated restaurant branding.

The eastern elevation includes an additional entrance with storefront glazing and a canopy, set within composite wood-tone siding. A red accent band extends across the elevation above the windows, separating the brick veneer base from the horizontal panelized cladding above.

The western elevation is composed of a brick veneer base with upper wall panels and a horizontal accent band. An employee access door and roof ladder are provided, and service and mechanical elements are integrated into the façade.

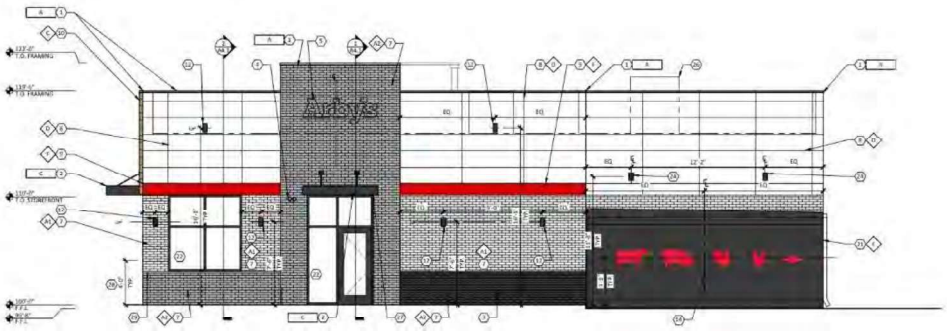


Figure 3: North Elevation

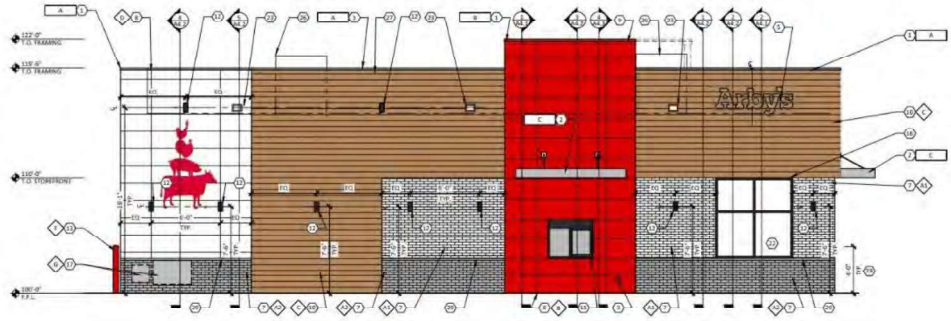


Figure 4: South Elevation

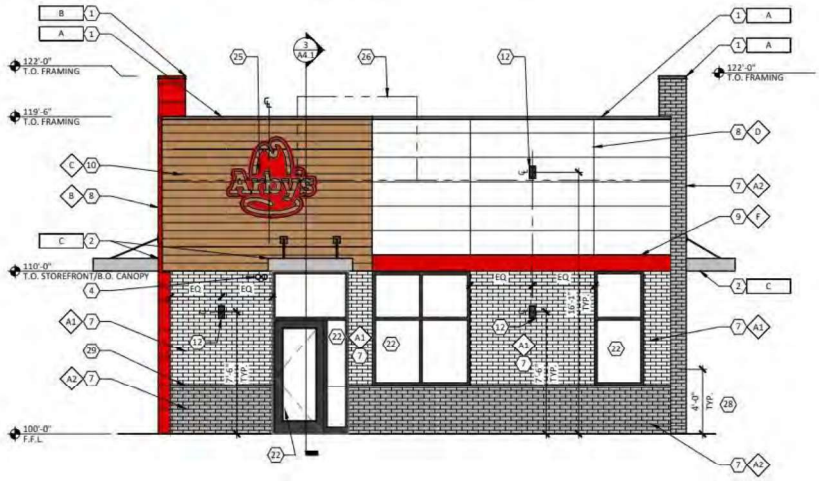


Figure 5: East Elevation

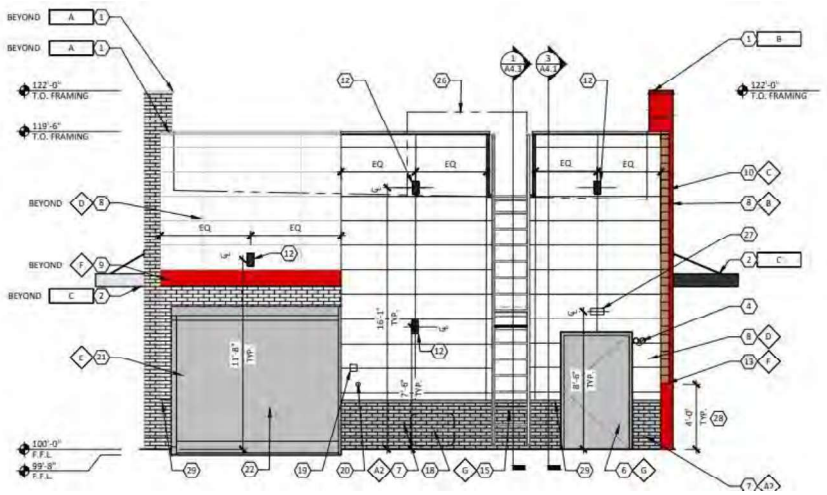


Figure 6: West Elevation

Signage

Illuminated building-mounted signage is proposed on the north, south, and east elevations, consistent with the tenant's branding**.** The signage includes two identical illuminated channel letter wall signs located on the north and south elevations, as well as an additional illuminated wall sign on the north façade fronting Saint Lola Lane. Three freestanding site directional signs are also proposed. In accordance with Section 27-613 of the prior Zoning Ordinance, the total permitted sign area for the one-story building is based on 2 square feet per linear foot of building width along the principal entrance, resulting in a maximum allowable signage area of 124.66 square feet. The proposed signage totals 47.73 square feet and complies with the allowable signage area. The submitted plans include detailed information for all proposed signage.

Lighting

The subject DSP includes both building-mounted and pole-mounted lighting throughout the site, with details. Staff find that the submitted photometric plan shows adequate lighting for users on-site and is sufficient for illuminating drive aisles, building entryways, and walking paths.

Loading and Trash Facilities

The subject DSP includes one loading space located internally at the rear of the subject property. The proposed landscaping of trees and bushes along the western property line provides screening of the loading space from US 301. Additional landscaping is shown along Saint Lola Lane, consistent with Section 4.3, Parking Lot Requirements, of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), which screens the loading space from Saint Lola Lane. Per Section 4.4 of the 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 submitted plans also show the location of the proposed dumpster at the rear of the property, with the details and dimensions of the dumpster enclosure that will wholly screen the dumpster from view.

COMPLIANCE WITH EVALUATION CRITERIA

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

   a. This application is subject to the requirements of Section 27-454, C-S-C 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 prior Zoning Ordinance, landscaping, screening, and buffering of all development in the commercial zones shall be in accordance with the provisions of the Landscape Manual. Evaluation of the Landscape Manual has been addressed in Finding 10 below.

      (c) Uses

         (1) The uses allowed in the C-S-C 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) of the prior Zoning Ordinance, this use is permitted in the C-S-C Zone, subject to Footnote 24. The footnote requires that a DSP, in accordance with Part 3, Division 9, be approved. 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-S-C 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.

            The subject DSP is in conformance with these regulations. Specific details have been discussed in Findings 2 and 6 above, and Finding 10 below.

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

      (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.

(i) Parking lots should generally be provided to the rear or sides of structures;

(ii) Parking spaces should be located as near as possible to the uses they serve;

(iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;

(iv) Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and

(v) Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.

The submitted DSP locates parking areas mainly to the side and rear of the proposed building, consistent with the guideline that surface parking lots should generally be situated away from the front of structures, while also providing 5 spaces of the required 24 spaces in the front. This arrangement reduces the visual prominence of parking from Saint Lola Lane and US 301 and supports a more pedestrian-oriented frontage.

Parking spaces are positioned to provide convenient access to the uses they serve. Along the internal drive aisle on the north side of the building, both handicap-accessible and standard parking spaces are located in close proximity to the primary entrance. The accessible spaces are placed directly adjacent to the entrance to ensure that patrons with disabilities do not need to cross parking aisles or drive lanes, while the adjoining standard spaces provide similarly efficient access for all other patrons.

Sidewalks are provided along the Saint Lola Lane frontage, with an internal sidewalk and crosswalk connection leading directly to the building entrance. Pedestrians using this connection are required to cross only a single drive aisle to reach the entrance.

The plan avoids large, uninterrupted expanses of pavement by incorporating green space around the building and perimeter landscaping that softens views of the parking lot from adjacent

roadways. Landscaping along Saint Lola Lane and US 301 helps mitigate the visual impact of parked vehicles and contributes to compliance with the Landscape Manual. No proposed parking areas are to serve townhouses.

Van pool and car pool parking areas are not proposed within this development. The majority of the parking lot functions as visitor parking, as employee parking spaces are not distinguished from other spaces. The applicant also proposes designated parking spaces for patrons using online ordering; however, while signage is shown, the specific location of these spaces is not identified on the plans. A condition is included herein requiring the applicant to clearly depict the location of the online-ordering parking spaces.

(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.

No loading docks are proposed with this DSP. The single loading area provided is located internal to the site, positioned to the southwest of the proposed building and screened from major streets.

The loading space is situated in a corner of the site, away from on-site vehicular and pedestrian circulation routes and distinctly marked from the adjacent parking area. Staff find that the provided loading area is visually unobtrusive and located in a manner 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.

(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 is accessed by a single 30-foot-wide driveway along Saint Lola Lane, which provides a direct transition into the internal drive aisle looping around the building. The drive-through exit is positioned just south of the entrance and aligns with the parking area to the north, creating a predictable circulation pattern for entering vehicles. Parking spaces on both sides of the drive aisle, along with a continental-style crosswalk at the drive-through exit, help moderate vehicle speeds and enhance pedestrian visibility. The parking area north of the driveway is set back far enough to allow vehicles to queue on-site without affecting traffic on Saint Lola Lane.

The internal drive aisle provides a continuous and intuitive travel path around the building. Its configuration prevents the parking lot from functioning as a cut-through route, limiting unwanted through-traffic. Directional arrows, lane markings, and on-site signage further support safe and orderly circulation.

The drive-through lane is designed with sufficient stacking capacity, accommodating nine vehicles from the pick-up window and four from the order point.

No parcel pick-up area is proposed; however, designated parking spaces for online order pick-up will serve a similar function. Their location has not been identified, and a condition herein requires the applicant to provide the spaces location.

Pedestrian access is supported by a connected sidewalk network and a crosswalk linking the building entrance to the Saint Lola Lane frontage and adjacent properties. Pedestrian routes are clearly separated from vehicular areas through sidewalks and marked crossings. Continental-style crosswalks provide strong visual separation where pedestrians cross the drive-through exit. All pedestrian pathways are barrier-free.

Staff find that the circulation system is designed to provide safe, efficient, and convenient movement for both vehicles and pedestrians.

(3) Lighting.

(A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site design's character. To fulfill this goal, the following guidelines should be observed:

(i) If the development is used at night, the luminosity, orientation, and location of exterior light fixtures should enhance user safety and minimize vehicular/pedestrian conflicts;

(ii) Lighting should be used to illuminate important on-site elements such as entrances, pedestrian pathways, public spaces, and property addresses. Significant natural or built features may also be illuminated if appropriate to the site;

(iii) The pattern of light pooling should be directed on-site;

(iv) Light fixtures fulfilling similar functions should provide a consistent quality of light;

(v) Light fixtures should be durable and compatible with the scale, architecture, and use of the site; and

(vi) If a variety of lighting fixtures is needed to serve different purposes on a site, related fixtures should be selected. The design and layout of the fixtures should provide visual continuity throughout the site.

The DSP includes a lighting plan that provides adequate illumination for evening use and supports safe movement throughout the site. As noted in Finding 6, the photometric plan demonstrates that lighting is appropriately positioned and oriented to enhance visibility and reduce potential conflicts between vehicles and pedestrians.

Lighting is provided at key site features, including building entrances, pedestrian pathways, and drive aisles, ensuring that primary activity areas remain well lit. The design directs illumination onto the site, minimizing spillover onto adjacent properties. Fixtures used throughout the development provide a consistent quality of light, contributing to uniform visibility.

Both building-mounted and pole-mounted fixtures are proposed, and the selected equipment is durable and compatible with the scale and character of the development. Although multiple fixture types are included to serve different functions, they are coordinated to maintain visual continuity across the site.

Staff find that the lighting plan effectively supports nighttime operations and contributes to a safe and functional environment for both pedestrians and drivers.

(4) Views.

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

Crosswalks and handicap-accessible parking are provided and easily visible for patron use. Approved street furniture, including light fixtures, bike racks, and trash receptacles, are adjacent to pedestrian and vehicular paths and finished to complement the establishment's color scheme and align with the overall building design.

(5) Green Area.

(A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use. To fulfill this goal, the following guidelines should be observed:

(i) Green area should be easily accessible in order to maximize its utility and to simplify its maintenance;

(ii) Green area should link major site destinations such as buildings and parking areas;

(iii) Green area should be well-defined and appropriately scaled to meet its intended use;

(iv) Green area designed for the use and enjoyment of pedestrians should be visible and accessible, and the location of seating should be protected from excessive sun, shade, wind, and noise;

(v) Green area should be designed to define space, provide screening and privacy, and serve as a focal point;

(vi) Green area should incorporate significant on-site natural features and woodland conservation requirements that enhance the physical and visual character of the site; and

(vii) Green area should generally be accented by elements such as landscaping, pools, fountains, street furniture, and decorative paving.

The on-site green area was established as part of the overall Mill Branch Crossing development and remains unchanged with this amendment. Within the subject site, green areas are located primarily along the perimeter and around the building, providing landscape screening and enhancing views from Saint Lola Lane, US 301, and nearby residential properties to the east.

These areas are unobstructed and easily accessible, supporting both usability and maintenance. The landscaped spaces create visual cohesion between the building, parking areas, and pedestrian pathways, and their size and placement are appropriate for buffering and contributing to the overall site design.

A small seating area is provided near the eastern entrance, offering a visible and convenient space for pedestrian use. Its proximity to the building allows users to benefit from shade provided by the structure. The green areas also help define site edges and reinforce screening from adjacent residential uses.

There are no significant natural features on the site; however, the proposed landscaping effectively accents the green areas and enhances the visual character of the development.

Staff find that the green areas included with this DSP amendment continue to support the design intent of the Mill Branch Crossing development and contribute positively to the site's appearance and functionality. The on-site green area has been designed to complement other site activity areas and is appropriate in size, shape, location, and design to fulfill its intended use.

(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 Prince George's County Subdivision Regulations, was satisfied with the approval of the original DSP. The subject DSP does not impact the 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.

Crosswalks and handicap-accessible parking spaces are clearly visible and conveniently located near the building entrances. Street furniture, including light fixtures, bicycle racks, and trash receptacles are placed along pedestrian and vehicular paths and finished to complement the building's overall design**.**

The site furnishings are coordinated in style and finish, creating a unified appearance throughout the development. Their design and

placement are compatible with the scale, materials, and architectural character of the building, reinforcing the aesthetic and branding of the site. Amenities are positioned within the pedestrian realm in locations that remain visible and accessible without obstructing circulation.

All furnishings are functional and constructed of durable, low-maintenance materials suitable for long-term use. Curbing, landscaping, and the overall site layout provide protection from vehicular intrusion, keeping pedestrian-oriented elements outside drive aisles.

Outdoor seating with tables is included as an additional amenity, enhancing user comfort and serving as a small focal point near the eastern entrance. While the location is shown on the plans, design details have not been provided; a condition is herein requiring submission of the table and seating specifications. Amenities are designed to accommodate users of all abilities, with accessible routes and seating integrated into the site.

Staff find that the proposed amenities contribute to a cohesive, attractive, and user-friendly environment consistent with the intent of the larger development.

(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 grading proposed with this DSP has been reviewed and remains consistent with the approach approved under the original DSP. The site contains no slopes, berms, or steep grades, and no incompatible land uses are located adjacent to the property. Stormwater management (SWM) will be provided in accordance with City of Bowie requirements, ensuring that drainage features are appropriately designed and unobtrusive. Staff find the grading associated with the DSP acceptable, consistent with the approvals granted under the original DSP.

(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.

As discussed in Finding 6, the proposed dumpsters and the single loading space are located at the rear of the site, positioned away from Saint Lola Lane.

The dumpsters and loading space are situated internal to the site in a location that provides direct and convenient access to the proposed building, supporting efficient service operations.

Both service elements are screened with landscaping, and the dumpster area is enclosed, ensuring that these facilities are visually minimized and compatible with the overall site design. This DSP does not propose a multiple-building development. Staff find that the location of the service areas are both accessible and unobtrusive.

(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 requirement for a public space system was satisfied with the approval of the original DSP for the larger Mill Branch Crossing mixed-use development, and this application does not alter that established framework. The subject DSP continues to support the overall system by providing a public table and seating area adjacent to the building entrances, offering an accessible and functional space for patrons. While the location of this seating area is shown on the plans, the specific design details have not been provided. A condition is included herein requiring the details for the table and seating be provided.

(10) Architecture.

(A) When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with a unified, harmonious use of materials and styles.

(B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.

(C) These guidelines may be modified in accordance with Section 27-277.

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

(11) Townhouses and three-family dwellings.

(A) Open space areas, particularly areas separating the rears of buildings containing townhouses, should retain, to the extent possible, single or small groups of mature trees. In areas where trees are not proposed to be retained, the applicant shall demonstrate to the satisfaction of the Planning Board or the District Council, as applicable, that specific site conditions warrant the clearing of the area. Preservation of individual trees should take into account the viability of the trees after the development of the site.

(B) Groups of townhouses should not be arranged on curving streets in long, linear strips. Where feasible, groups of townhouses should be at right angles to each other, and should facilitate a courtyard design. In a more urban environment, consideration should be given to fronting the units on roadways.

(C) Recreational facilities should be separated from dwelling units through techniques such as buffering, differences in grade, or preservation of existing trees. The rears of buildings, in particular, should be buffered from recreational facilities.

(D) To convey the individuality of each unit, the design of abutting units should avoid the use of repetitive architectural elements and should employ a variety of architectural features and designs such as roofline, window and door treatments, projections, colors, and materials. In lieu of this individuality guideline, creative or innovative product design may be utilized.

(E) To the extent feasible, the rears of townhouses should be buffered from public rights-of-way and parking lots. Each application shall include a visual mitigation plan that identifies effective buffers between the rears of townhouses abutting public rights-of-way and parking lots. Where there are no existing trees, or the retention of existing vegetation is not practicable, landscaping, berming, fencing, or a combination of these techniques may be used. Alternatively, the applicant may consider designing the rears of townhouse buildings such that they have similar features to the fronts, such as reverse gables, bay windows, shutters, or trim.

(F) Attention should be given to the aesthetic appearance of the offsets of buildings.

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

8. Certificate of Adequacy ADQ-2025-0032: ADQ-2025-0032 was approved by the Planning Director on April 23, 2026, subject to five conditions. The conditions relevant to the revision of this DSP are listed below, in **bold** text. Staff's analysis of the conditions follows each one, in plain text:

1. Total development within the subject property shall be limited to uses which generate no more than 1,141 AM peak-hour trips and 1,520 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

The submitted trip generation matrix demonstrates that the proposed use will generate an additional 2 AM peak hour trips, and 12 PM peak hour trips to the development. Including the proposed Arby's, all other planned developments in this project total 767 AM peak hour trips and 854 PM peak hour trips, leaving a remainder of 374 AM peak hour trips and 666 PM peak hour trips. This development will not exceed the established trip cap. The applicant should update the provided trip generation matrix to depict conformance with this condition.

3. Prior to the approval of any building permit within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed upon timetable for construction with the appropriate operating agency:

a. US 301 at Governors Bridge Road-Harbor Way

Modify the approach lanes on eastbound Harbor Way, to create an eastbound double left-turn lane, and a combined left-, through, and right-turn lane.

b. US 301 at MD 197

Provide an additional left-turn lane on the eastbound approach to create an eastbound double left-turn lane, a combined left-turn and through lane, and a free right-turn lane.

c. US 301 at Heritage Boulevard-Ball Park Road

Convert the southbound right-turn lane to create a southbound double left-turn lane, two through lanes, and a shared through and right-turn lane.

d. US 301 at Mill Branch Road-Excalibur Road

Provide a third northbound through lane along US 301, beginning at a point south of Mill Branch Road, and ending at a point north of Mill Branch Road, as determined by SHA.

Based on available information, it appears that all conditions, with the exception of Condition 3.b, have been completed at this time. This condition will be evaluated at the time of permitting.

5. Prior to the issuance of a use and occupancy permit for the development, the applicant and the applicant's heirs, successors, and/or assignees shall:

a. Contact the Prince George's County Fire/EMS Department to request a pre-incident emergency plan for the facility.

b. Install and maintain automated external defibrillators (AEDs), in accordance with the Code of Maryland Regulations (COMAR) requirements (COMAR 30.06.01-05), so that any employee is no more than 500 feet from an AED.

c. Install and maintain bleeding control kits next to fire extinguisher installation and no more than 75 feet from any employee.

These requirements shall be noted on the detailed site plan for the development.

This condition is noted in General Note 36 on the coversheet. Therefore, this condition is met for the purposes of this DSP. Conformance to the noted requirements will be evaluated at the time of permitting.

9. Preliminary Plan of Subdivision PPS 4-19050: PPS 4-19050 was approved by the Planning Board on March 18, 2021 (PGCPB Resolution No. 2021-42), subject to 24 conditions. The conditions relevant to the revision of this DSP are listed below, in **bold** text. Staff's analysis of the conditions follows each one, in plain text:

3. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in this resolution of approval, shall require the approval of a new preliminary plan of subdivision, prior to the approval of any building permits.

The subject application does not propose a substantial revision to the mix of uses on the subject property, which were approved at the time of the PPS. The prior Subtitle 24 adequacy findings of the PPS are not affected.

4. Development of this site shall be in conformance with the stormwater management concept plan for this project (01-0614-205NE14, once reapproved by the City of Bowie), and any subsequent revisions.

A revision of the SWM concept plan for the overall Mill Branch Crossing development and an associated approval letter (01-0624-205NE14) were submitted with the application. The approval is dated June 26, 2024, and expires on June 26, 2027. This plan depicts the proposed modifications to the site are within the previously approved limits of disturbance of DSP-20003 and subsequent revisions. The proposed DSP is in conformance with the approved SWM concept plan.

5. Prior to approval of a final plat, in accordance with the approved preliminary plan of subdivision, the final plat shall include the dedication of public utility easements (PUEs) along all public and private rights-of-way, unless a variation from the PUE requirement is obtained.

The property was previously platted as Outlot 6A in Plat Book ME 270 Plat No. 9. The plat shows public utility easements (PUEs) on the outlots consistent with PPS 4-19050, and the subject DSP shows PUEs consistent with both the PPS and the plat. When the property is re-platted as Parcel 6, the new plat will need to show the required PUE.

13. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-020-2020). The following note shall be placed on the final plat of subdivision:

> **"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-016-2020 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."**

This condition will be met at the time of final plat.

14. Prior to issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision:

> **"This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved."**

An approved Type 2 Tree Conservation Plan, TCP2-044-2021, for the entire Mill Branch Crossing development, was submitted with this DSP. A subsequent amendment, TCP2-044-2021-01, was submitted with Special Exception SE-22006,

for a different portion of the Mill Branch Crossing development. This DSP does not propose any further revisions to the approved TCP2.

15. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area, except for any approved impacts and shall be reviewed by the Environmental Planning Section, prior to approval of the final plat. The following note shall be placed on the plat:

> **"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed."**

The subject property does not contain primary management area.

18. Total development within the subject property shall be limited to uses which generate no more than 909 AM peak-hour trips and 1,231 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

The subject DSP does not propose development exceeding that approved under the PPS; therefore, this condition is met. The property has an automatic Certificate of Adequacy (ADQ-2025-0031) associated with PPS 4-19050, pursuant to Section 24-4503(a)(1) of the Subdivision Regulations. Pursuant to Section 24-4503, this automatic ADQ became effective on April 1, 2022, for a period of 12 years, subject to the expiration provisions of Section 24-4503(c) of the Subdivision Regulations. An amendment was filed by the applicant to remove the 150-room hotel and revise the proposed commercial use for the subdivision to up to 72,000 square feet. This amended Certificate of Adequacy (ADQ-2025-0032) was approved by the Planning Director on April 23, 2026. This development will not exceed the established trip cap. However, the trip generation matrix on the plans reflects the previous calculations. The applicant should update the provided trip generation matrix. A condition has been included in the Recommendation section of this technical staff report for the applicant to provide an updated trip generation matrix to the DSP.

20. In conformance with the 2009 Approved Countywide Master Plan of Transportation, and the 2006 Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following improvements, and provide an exhibit that depicts the following improvements, prior to acceptance of any detailed site plan:

a. Bikeway signage and shared lane markings (e.g., "sharrow"), within the right of way, along the subject site's frontage of Mill Branch Road, unless modified with written correspondence by the Prince George's

County Department of Permitting, Inspections and Enforcement, and/or the Maryland State Highway Administration, as appropriate.

The proposed development, which is the subject of this DSP, does not have frontage on Mill Branch Road. However, an exhibit was provided with the original DSP showing this improvement, in conformance with this condition.

b. Minimum 5-foot-wide sidewalks along both sides of all internal roadways, public or private, excluding alleyways.

The development includes a 5-foot-wide sidewalk along Saint Lola Lane, and around the proposed building, ending at the pedestrian entrances.

c. Minimum 5-foot-wide sidewalks along the full lengths of proposed Roads A, D, and F.

The proposed development fronts Saint Lola Lane, previously referred to as "Road A" during PPS 4-19050. A 5-foot-wide sidewalk is proposed which extends the full length of the development's frontage on Saint Lola Lane**.**

d. A wide crosswalk with a pedestrian island crossing US 301 at Mill Branch Road, unless modified by the Maryland State Highway Administration, with written correspondence.

The conditioned crosswalk, with a pedestrian island crossing US 301, was installed, reviewed, and determined to be acceptable with DSP-20003.

e. Continental style crosswalk crossing all access points along Private Road A and Chesley Avenue.

The proposed development includes a vehicular access point along Saint Lola Lane, on proposed Parcel 6, featuring continental-style crosswalks across the entry and exit area. A continental-style crosswalk is also provided on the inner-parcel vehicular access area, providing safe pedestrian movement from Saint Lola Lane to the entrance of the building.

f. Long- and short-term bicycle parking, consistent with the 2012 AASHTO Guide for the Development of Bicycle Facilities, to accommodate residents and visitors at the proposed multifamily building, hotel, and commercial spaces.

The subject DSP amendment does not include the multifamily building or hotel. The proposed commercial space provides one bicycle rack adjacent to the entrance of the proposed building.

g. Parallel or perpendicular ADA curb ramps at all intersections within the subject site.

All intersections of the subject site contain Americans with Disabilities Act truncated, dome-patterned, curb ramps.

24. Prior to issuance of a use and occupancy permit for the development, the applicant and the applicant's heirs, successors, and/or assignees shall:

a. Contact the Prince George's County Fire/EMS Department to request a pre-incident emergency plan for the facility.

b. Install and maintain automated external defibrillators (AEDs), in accordance with the Code of Maryland Regulations (COMAR) requirements (COMAR 30.06.01-05), so that any employee is no more than 500 feet from an AED.

c. Install and maintain bleeding control kits next to fire extinguisher installation and no more than 75 feet from any employee.

These requirements shall be noted on the detailed site plan for the development.

As noted in Finding 8, the requirements of this condition are noted in General Note 36 on the coversheet. Conformance to the noted requirements will be evaluated at the time of permitting.

10. Detailed Site Plan DSP-20003 and subsequent amendments: DSP-20003 was approved by the Planning Board on April 7, 2022 (PGCPB Resolution No. 2022-35), subject to five conditions. None of the conditions are applicable to the subject DSP. DSP-20003-01 was approved by the Planning Board on September 7, 2022 (PGCPB Resolution No. 2023-88), with six conditions, none of which apply to the subject DSP. DSP-20003-02 was subsequently approved on January 30, 2025 (PGCPB Resolution No. 2025-001), with one condition that is also not applicable. DSP-20003-03 followed and was approved on February 20, 2025 (PGCPB Resolution No. 2025-012), with one condition not applicable to the subject DSP. Most recently, DSP-20003-04 was approved on April 10, 2025 (PGCPB Resolution No. 2025-025), with one condition that does not apply to the subject DSP.

11. 2010 Prince George's County Landscape Manual: The application is subject to the requirements of Section 4.2, Requirements for 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. The submitted landscape plan demonstrates compliance with these requirements.

12. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance: This site is subject to the grandfathering provisions of the 2024 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property had a tree conservation plan that was accepted for review on or before June 30, 2024, and shall conform to the environmental regulations of the 2010 WCO. Prior tree conservation plan approval was implemented with a grading permit that was approved prior to July 1, 2024, and the subject property has been partially developed. This application does not propose any changes to the implemented TCP2.

The woodland conservation threshold for this 70.11-acre property is 15 percent of the net tract area (60.16 acres), or 9.02 acres. The total woodland conservation requirement, based on the amount of clearing proposed, is 14.77 acres.

This requirement was satisfied through a combination of 3.61 acres of on-site woodland preservation, 5.14 acres of on-site reforestation/afforestation, and 6.03 acres of off-site woodland conservation, for a total of 14.78 acres.

13. Prince George's County Tree Canopy Coverage Ordinance: The subject site is located within the Mill Branch Crossing development, in the CGO Zone. DSP-20003 was approved for clearing, grading, and infrastructure for the entire Mill Branch Crossing site, including the subject property. DSP-20003 included a landscape plan demonstrating conformance to the Tree Canopy Coverage Ordinance for the entire 70.11-acre Mill Branch Crossing site, through the provision of on-site woodland conservation and reforestation/afforestation. Therefore, per Section 25-127(a)(4) of the Tree Canopy Coverage Ordinance, the current DSP-2025-0036 is subject to the tree canopy coverage (TCC) regulations in place at the time of approval of DSP-20003, and not the regulations as updated by Prince George's County Council Bill CB-21-2024. The TCC schedule reflecting conformance to the requirements for the entire Mill Branch Crossing site should be added to the landscape plan, along with a note stating that TCC conformance has been met with the approval of DSP-20003. A condition is included herein requiring this update.

14. 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 May 4, 2026 (Stabler, Smith, and Chisholm to Cofield), the Historic Preservation Section analyzed the applicable conditions of approval from PPS 4-19050, and offered the following comments:

The 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* (master plan) contains goals and policies related to historic preservation (pages 156–165). However, these are not specific to the subject site, or applicable to the proposed development.

The underlying PPS 4-19050 covered 70 acres and included a Phase III archeological investigation completed in June 2020 on Site 18PR857, an 18th-century plantation house lot. No additional archeology was required.

b. **Community Planning—**In a memorandum dated May 22, 2026 (Lester to Cofield), the Community Planning Division provided an evaluation of the application, stating that pursuant to Part 3, Division 9, Subdivision 3 of the prior Zoning Ordinance, master plan conformance is not required for this application. Nonetheless, the proposed development aligns with the 2014 *Plan Prince George's 2035 Approved General Plan* recommendations for Established Communities and the general recommendations and guidance of the master plan. The application proposes an eating and drinking establishment with drive-through service. The site design and architecture proposed with this DSP are consistent with the recommendations of

the master plan related to land use, environment, transportation, and community character.

c. **Transportation Planning—**In a memorandum dated May 22, 2026 (Marino to Cofield), the Transportation Section offered analysis of the DSP with regards to relevant prior conditions of approval and prior Zoning Ordinance compliance, which have been incorporated into the findings and conditions of this technical staff report. Further, they provided the following comments:

> **Master Plan Pedestrian and Bike Facilities**
> The 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the master plan recommend the following:
>
> *Right-of-Way*
>
> US 301 (Crain Highway) (F-10): 450-foot right-of-way
>
> The MPOT and master plan recommend the above right-of-way. The site plans accurately display right-of-way requirements, and no additional dedication is required.
>
> *Pedestrian and Bicycle Facilities*
>
> Planned Side Path: US 301 (Robert Crain Highway)
>
> The MPOT and area master plan designate US 301 with a 12-foot-wide shared-use path of which is delineated on plan sheets and meets master plan intent. The applicant illustrates the shared-use path as existing; however, it remains unconstructed at the time of the writing of this technical staff report. The plans are to be revised to show the 12-foot shared-use path as proposed, and a condition is provided herein.
>
> Planned Bike Lane: P-310
>
> The area master plan designates P-310 ("New Road N") as a 5-foot-wide sidewalk and buffered bicycle lanes. This master plan was not yet approved at the time of original project submission. To be consistent with March 18, 2021, approved PPS 4-19050, this master plan right-of-way recommendation is not applied to this proposal.
>
> 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, pages 9–10):
>
> **Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.**
>
> The current DSP includes a comprehensive system of sidewalks and associated crosswalks along Saint Lola Lane, providing continuous connections to the site and throughout the development. Although

the 2022 master plan recommends a 6-foot-wide sidewalk, the planned 5-foot-wide sidewalk is consistent with the recommended width of the prior plan approval in 2019. The project proposal meets this policy.

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.

Five-foot-wide sidewalk is proposed along the frontage of Saint Lola Lane as well as an internal network of sidewalks. Crosswalks are also provided across vehicular lanes to facilitate pedestrian use of the site. In addition, the proposed bicycle parking can accommodate multimodal uses of the site.

The master plan recommends the following facilities within or adjacent to the subject property:

TM 1.3: Streets constructed to serve new commercial, multifamily, or mixed-use developments should contain, at a minimum:

- **Six-foot-wide sidewalks on both sides.**
- **Crosswalks on all legs of an intersection.**

The site plans include the planned 12-foot shared-use path along US 301, west of the subject site and a comprehensive system of sidewalks and associated crosswalks along Saint Lola Lane, providing continuous connections to the site and throughout the development. Although the master plan recommends a 6-foot-wide sidewalk, the planned 5-foot-wide sidewalk is consistent with the approved width per the applicable PPS 4-19050 approval in 2020, which follows the 2006 *Approved Master Plan and Sectional Map Amendment for Bowie and Vicinity*. In addition, the bicycle parking provided can accommodate multimodal uses of the site. Staff find that the planned facilities and amenities meet the intent of the master plan goals and policies.

d. **Subdivision Review—**In a memorandum dated May 25, 2026 (Gupta to Cofield), the Subdivision Section analyzed the applicable conditions of approval from PPS 4-19050 and offered comments pertaining to the existing property description, the configuration of proposed Parcel 6, and the newly created outlot that will be formed from the remaining land area of Outlot 6A, which have been incorporated into the conditions of this technical staff report.

e. **Environmental Planning—**In a memorandum dated May 21, 2026 (Juba to Cofield), the Environmental Planning Section offered the following:

The site has an approved Natural Resources Inventory Equivalency Letter (NRI-EL-2026-0033) that expires on May 19, 2031. This site has an existing approved Type 2 Tree Conservation Plan (TCP2-044-2021-01). An approved SWM Concept Plan and Letter (01-0624-205NE14) from the City of Bowie was submitted with this application and expires on June 26, 2027. This plan shows that the proposed modifications to the site are within the previously approved limits of disturbance of the previous DSP-20003 and subsequent revisions. The proposed changes will not result in any additional clearing or impacts to regulated environmental features (REF). The amendments shown on the DSP are within the limits of disturbance shown on the approved TCP2, and no revisions to the approved TCP2 are required. Therefore, prior approval of TCP2-044-2021-01 still stands, while there are minor DSP changes.

f. **Permit Review—**As noted in the DARTS system on April 21, 2026 (Meneely), the Permit Review Section had no comments on this application.

g. **Prince George's County Department of Parks and Recreation (DPR)—**As noted in the DARTS system on April 15, 2026 (Thompson), the DPR stated that there are no impacts to Maryland-National Capital Park and Planning Commission lands, and further review is not required.

h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)—**At the Subdivision and Development Review Committee meeting held on April 24, 2026, DPIE provided initial comments on the DSP. Following the meeting, DPIE issued a memorandum on April 27, 2026, outlining additional comments related to geotechnical considerations, roadway frontage improvements, stormdrain, SWM, and floodplain requirements. These items will be addressed at the time of permitting.

i. **Price George's County Police Department—**At the time of the writing of this technical staff report, the Police Department had not responded with comments on this application.

j. **Prince George's County Fire/EMS Department—**At the time of the writing of this technical staff report, the Fire/EMS Department had not responded with comments on this application.

k. **Prince George's County Health Department—**In a memorandum dated April 8, 2026 (Adepoju to Cofield), the Health Department provided an analysis of the food facilities within a half-mile radius of the site and identified future submittal requirements to both the Health Department and DPIE. The memorandum also requested that the DSP include a notation confirming compliance with the noise control requirements of Subtitle 19 of the Prince George's County Code**.** This notation has been provided on the DSP as General Note 37 on the coversheet.

l. **Prince George's County Soil and Conservation District (PGSCD)—**At the time of the writing of this technical staff report, PGSCD had not responded with comments on this application.

m. **Washington Suburban Sanitary Commission (WSSC)—**At the time of the writing of this technical staff report, WSSC had not offered comments on the subject application.

n. **Public Utilities—**At the time of the writing of this technical staff report, the public utility companies had not offered comments on this application.

o. **The City of Bowie—**In a memorandum dated June 8, 2026 (Esteve to Okoye), the City of Bowie noted that on June 1, 2026, the City Council voted to recommend approval of DSP-2025-0036, with recommendations that have been incorporated within this technical staff report.

15. **Community feedback:** As of the writing of this technical staff report, staff did not receive any comments 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 proposed 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 proposed 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 the REF have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirement of Section 24-130(b)(5) of the prior Subdivision Regulations. There are no REF on the subject property.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Planning Board adopt the findings of this staff report and APPROVE Detailed Site Plan DSP-2025-0036, for Mill Branch Crossing **–** Arby's, subject to the following condition:

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

   a. Label the location of online ordering parking spaces on the plans.

   b. Provide details for the proposed outdoor table and seating.

   c. Label the remainder of Outlot 6A as a new outlot, to be platted along with proposed Parcel 6.

d. Update the trip generation matrix to reflect the trip cap determined in Certificate of Adequacy ADQ-2025-0032.

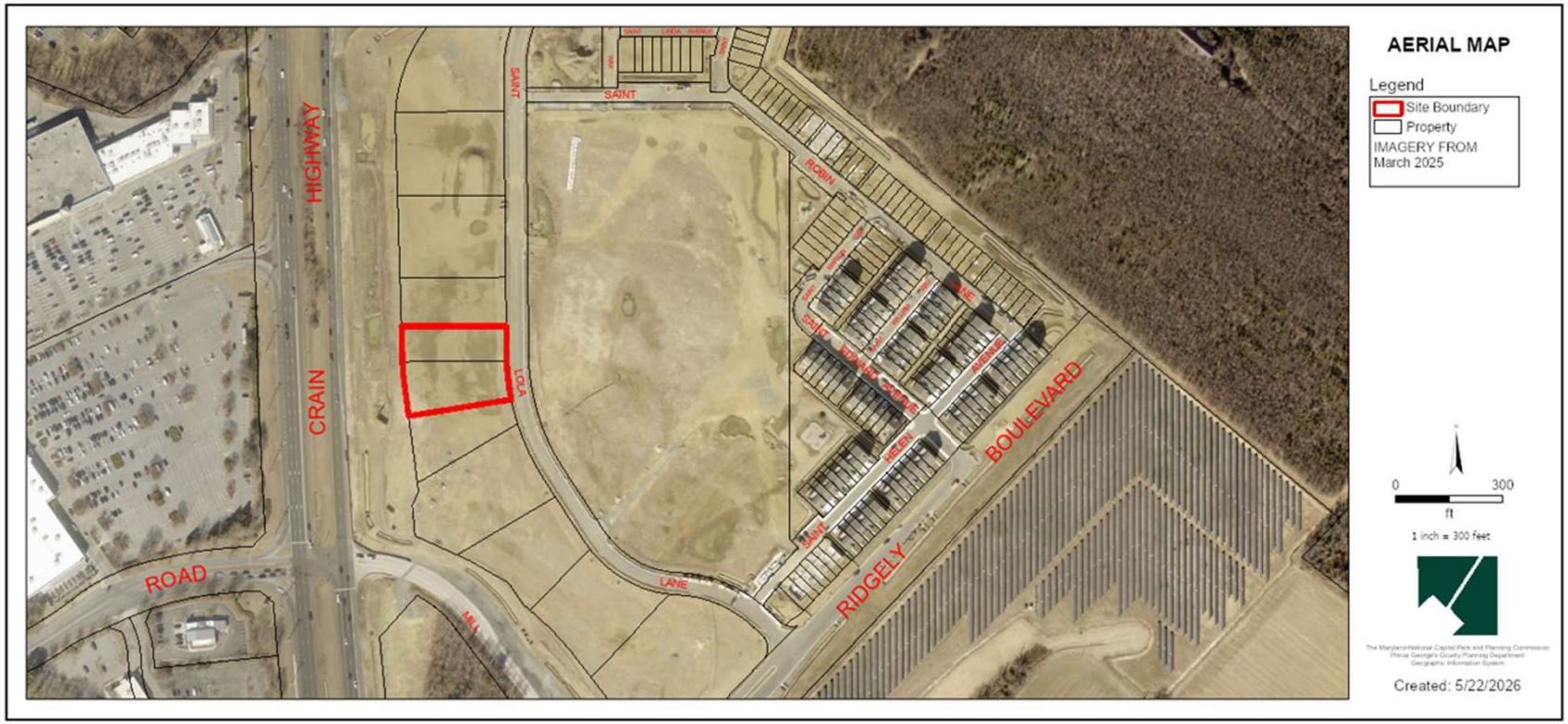
e. Revise plans to depict the 12-foot-wide shared-use path along US 301 (Robert Crain Highway), as proposed.

f. Revise the tree canopy coverage schedule to reflect conformance to the requirements for the entire gross tract area of the Mill Branch Crossing site, through the provided on-site woodland conservation and reforestation/afforestation, along with a note relative to the conformance having been met with the approval of DSP-20003.

MILL BRANCH CROSSING – ARBY'S

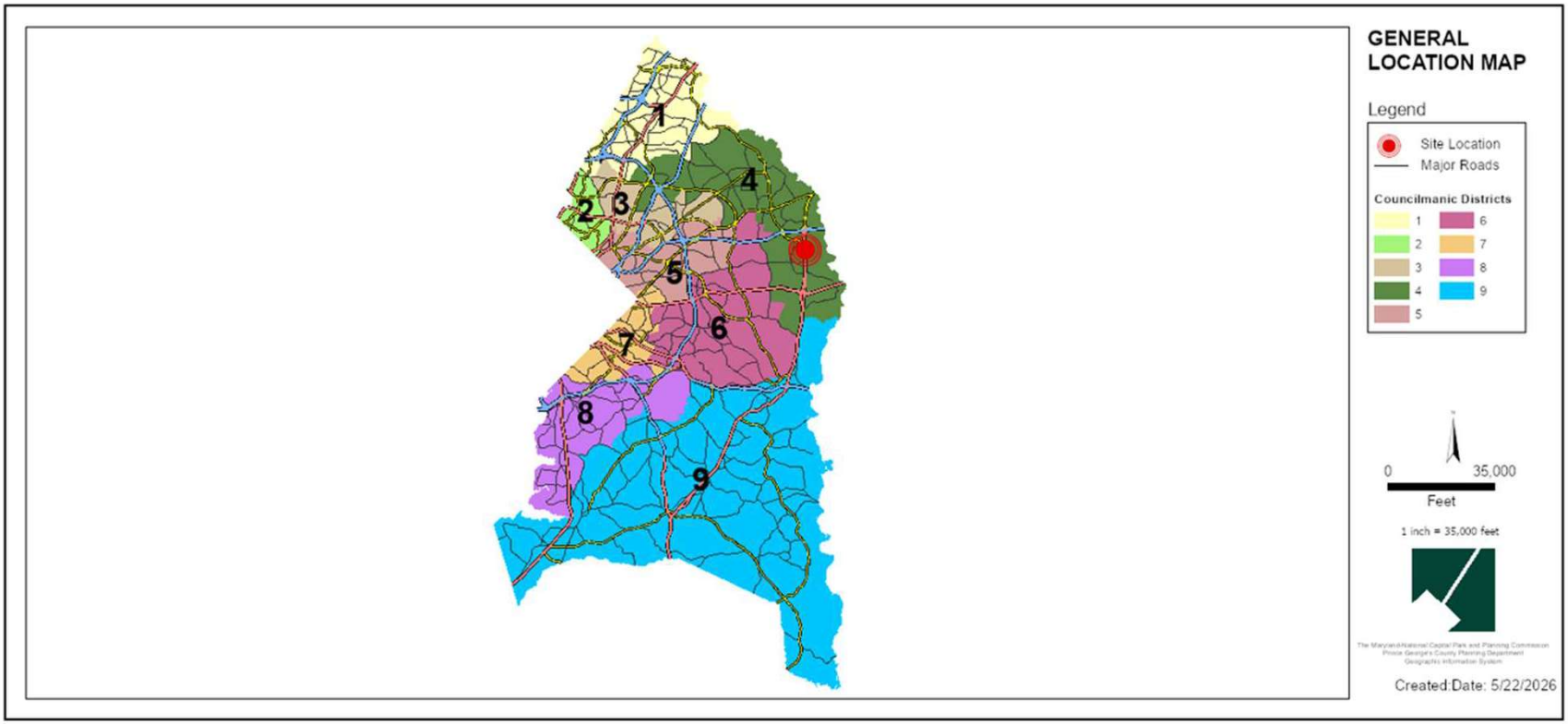
Detailed Site Plan DSP-2025-0036

Staff Recommendation: APPROVAL with conditions

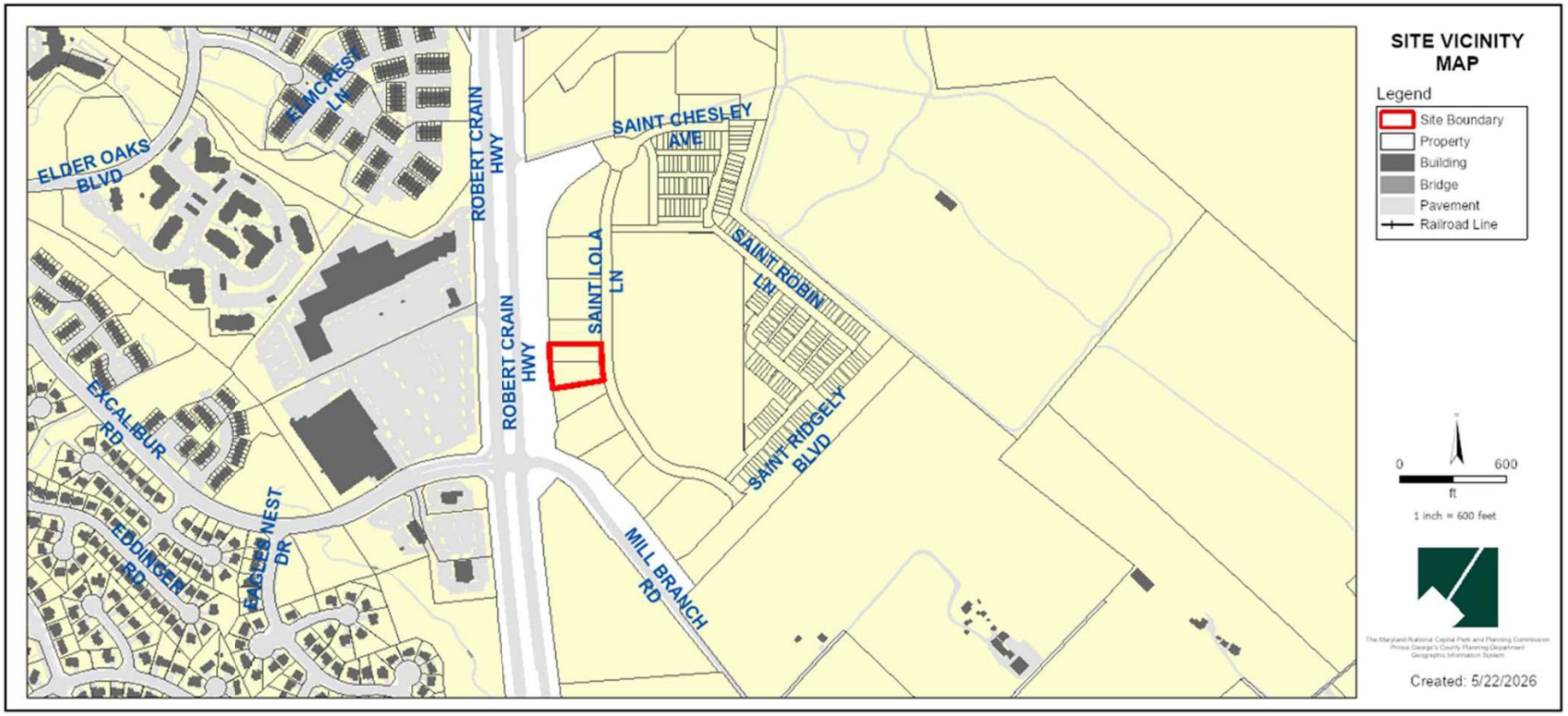


GENERAL LOCATION MAP

Council District: 04
Planning Area: 71B



SITE VICINITY MAP

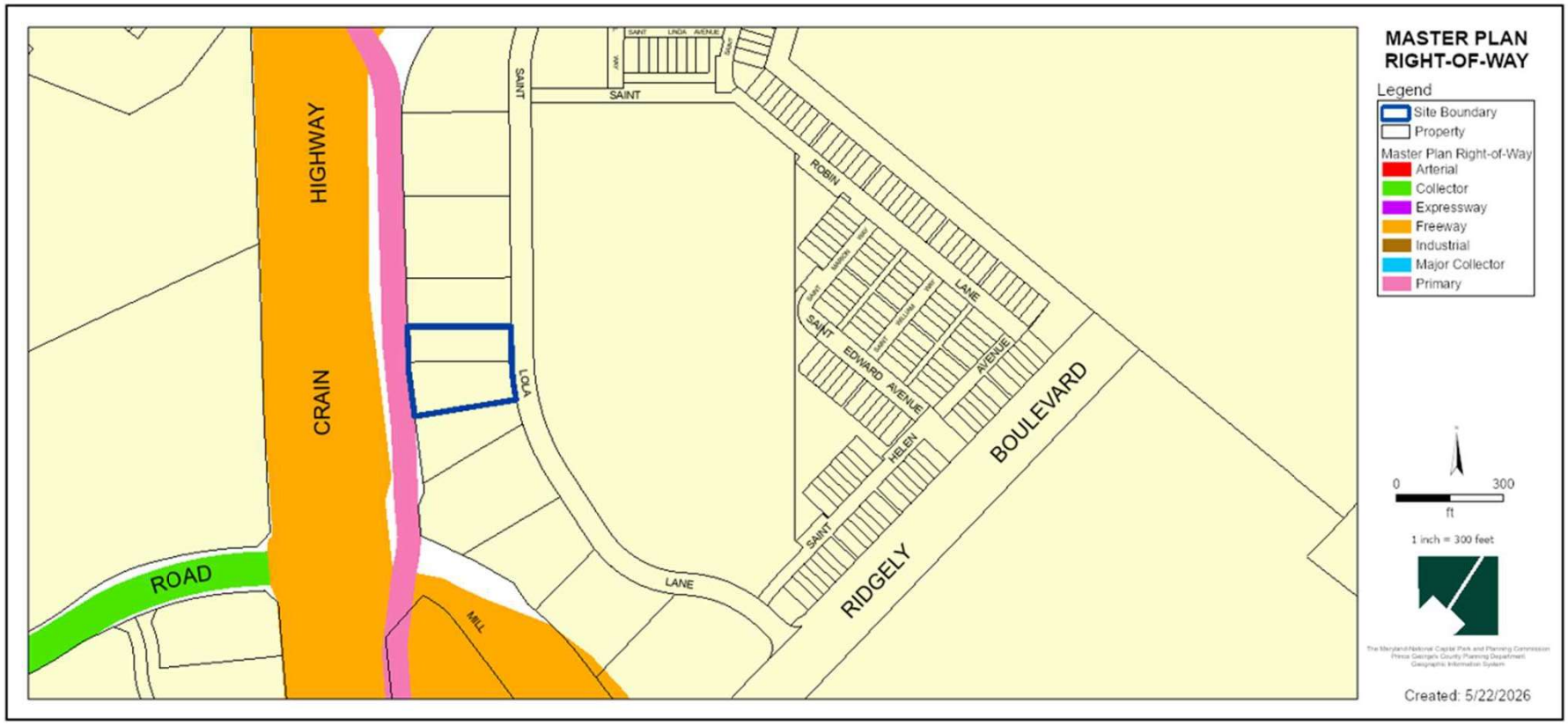


ZONING MAP (PRIOR AND CURRENT)

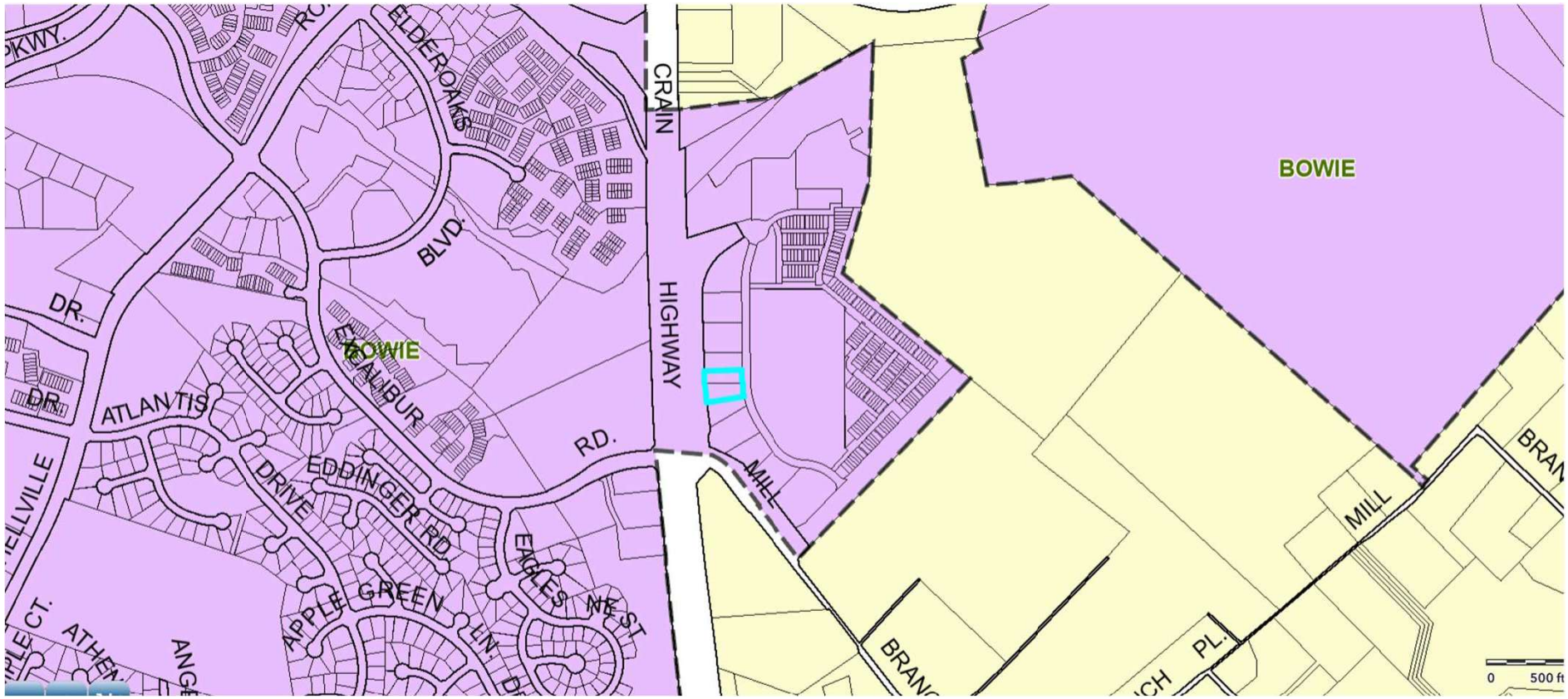
Prior Zoning Map: C-S-C

Current Zoning Map: CGO

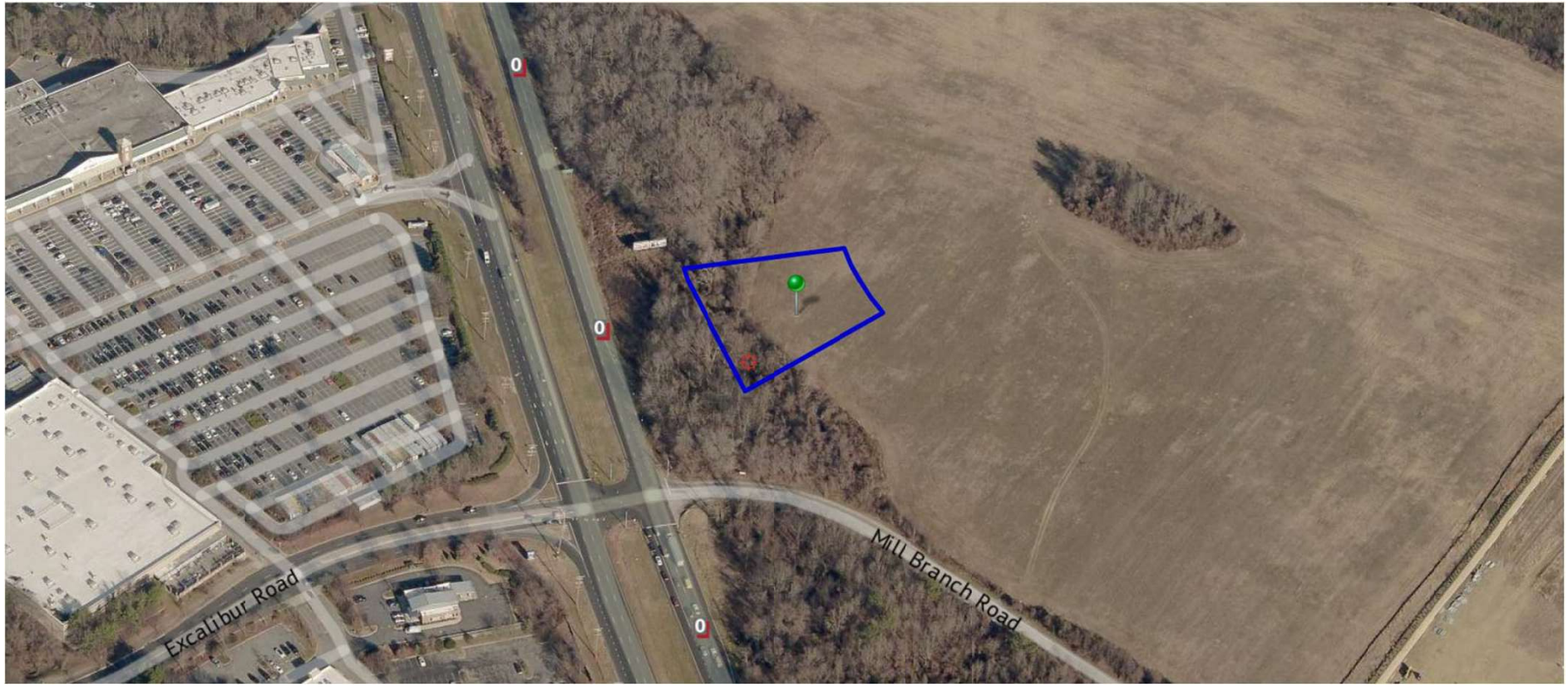
MASTER PLAN RIGHT-OF-WAY MAP



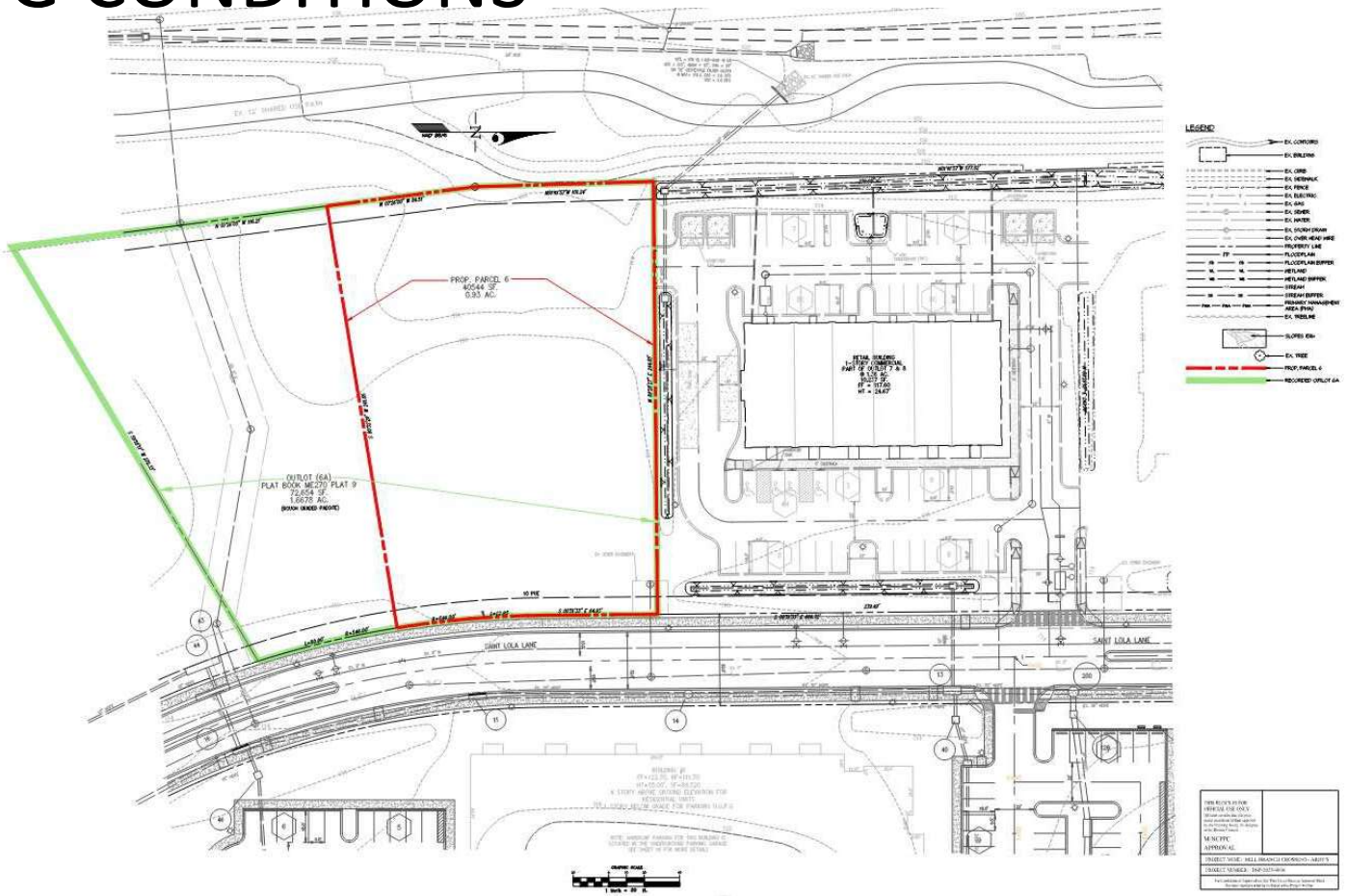
MUNICIPAL BOUNDARY (BOWIE)



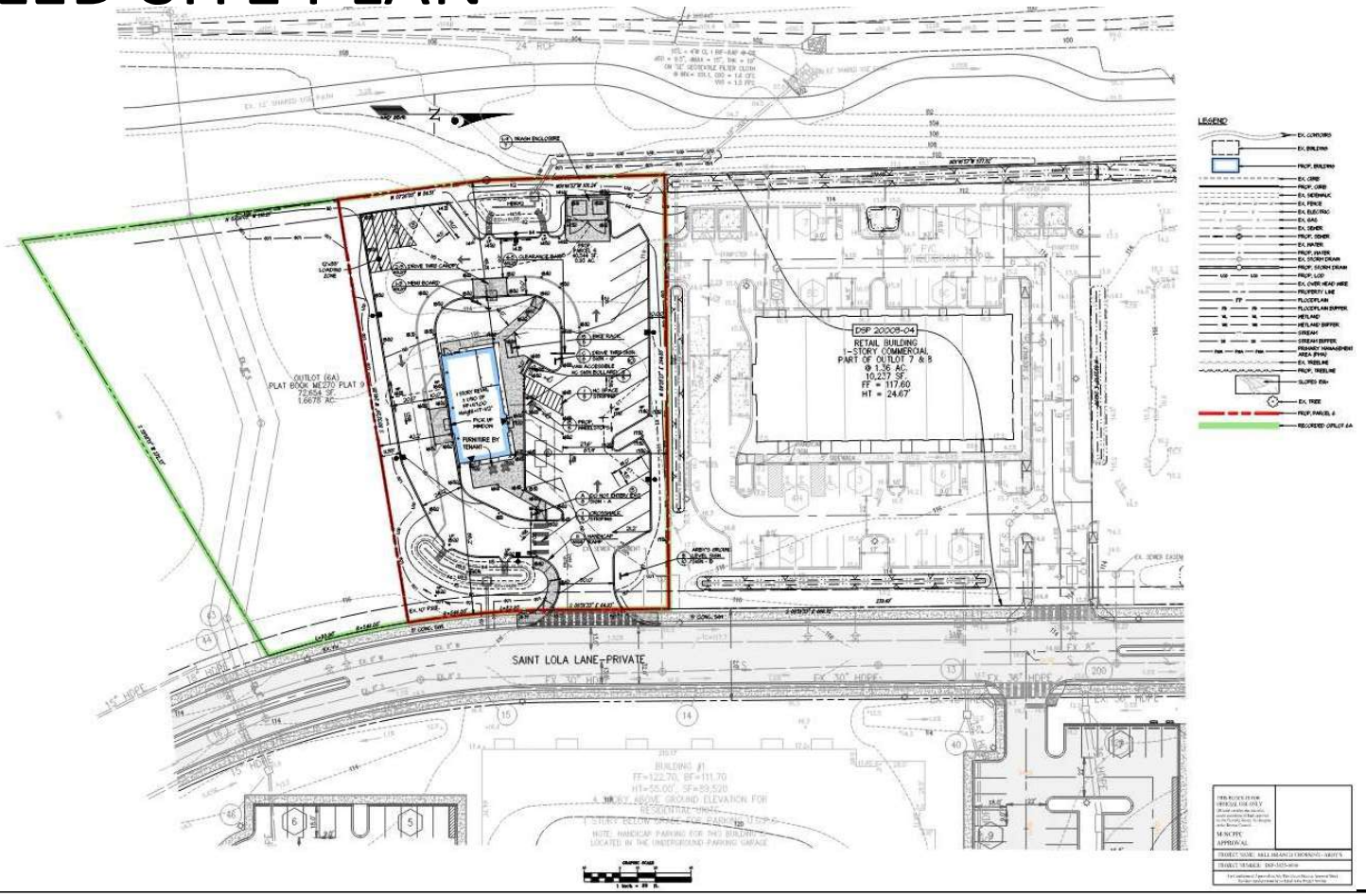
BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



EXISTING CONDITIONS



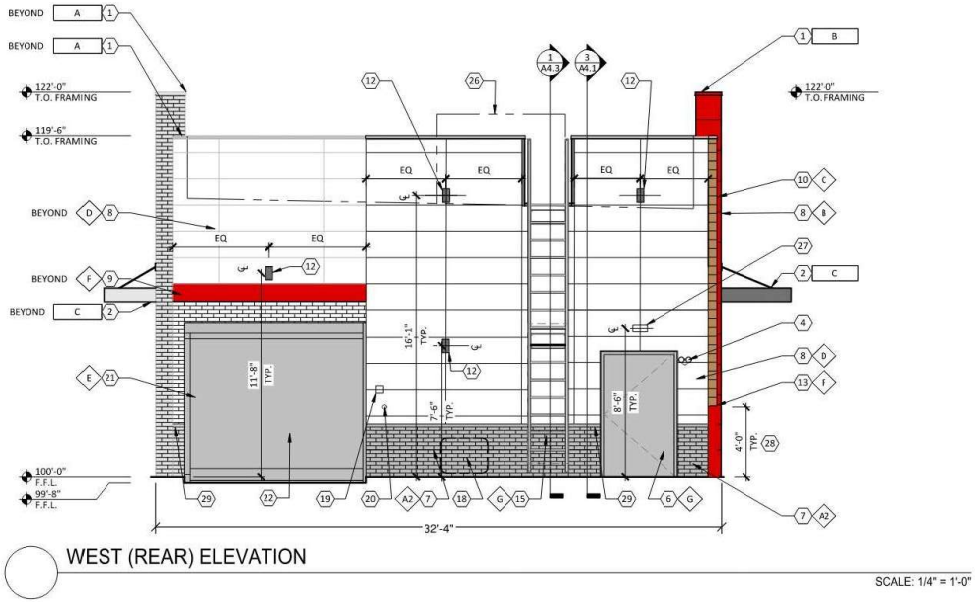
DETAILED SITE PLAN



ELEVATIONS

(EAST) FRONT ELEVATION

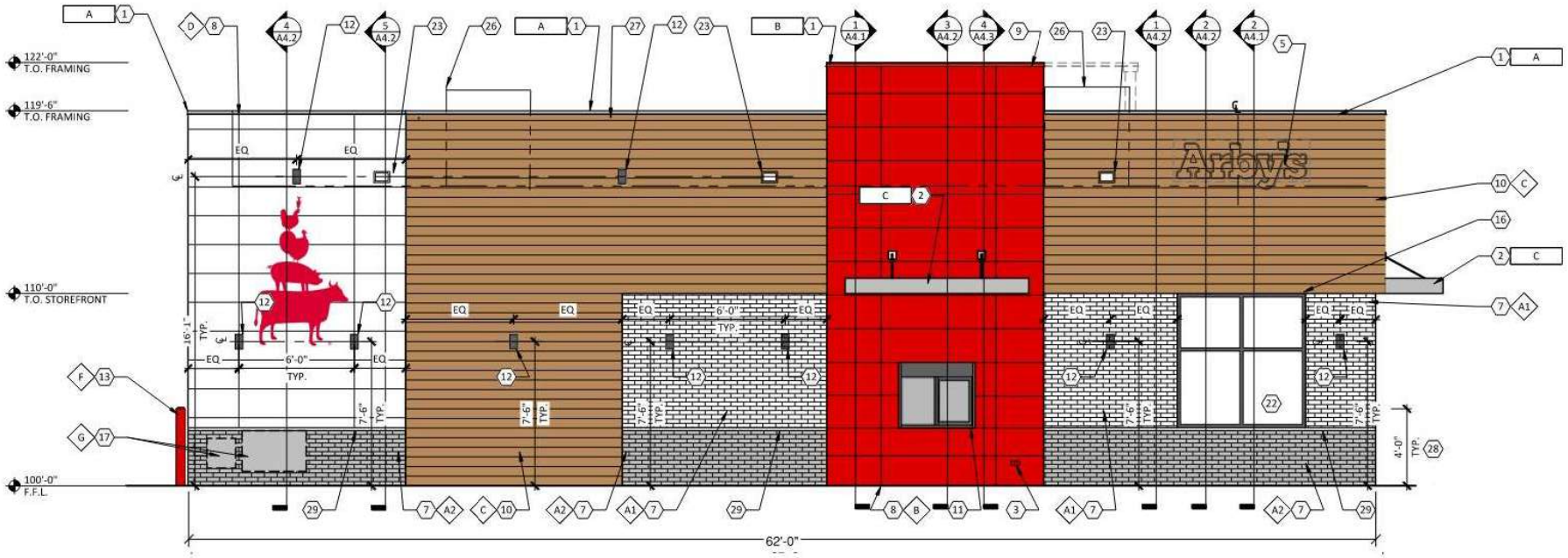
SCALE: 1/4" = 1'-0"



WEST (REAR) ELEVATION

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

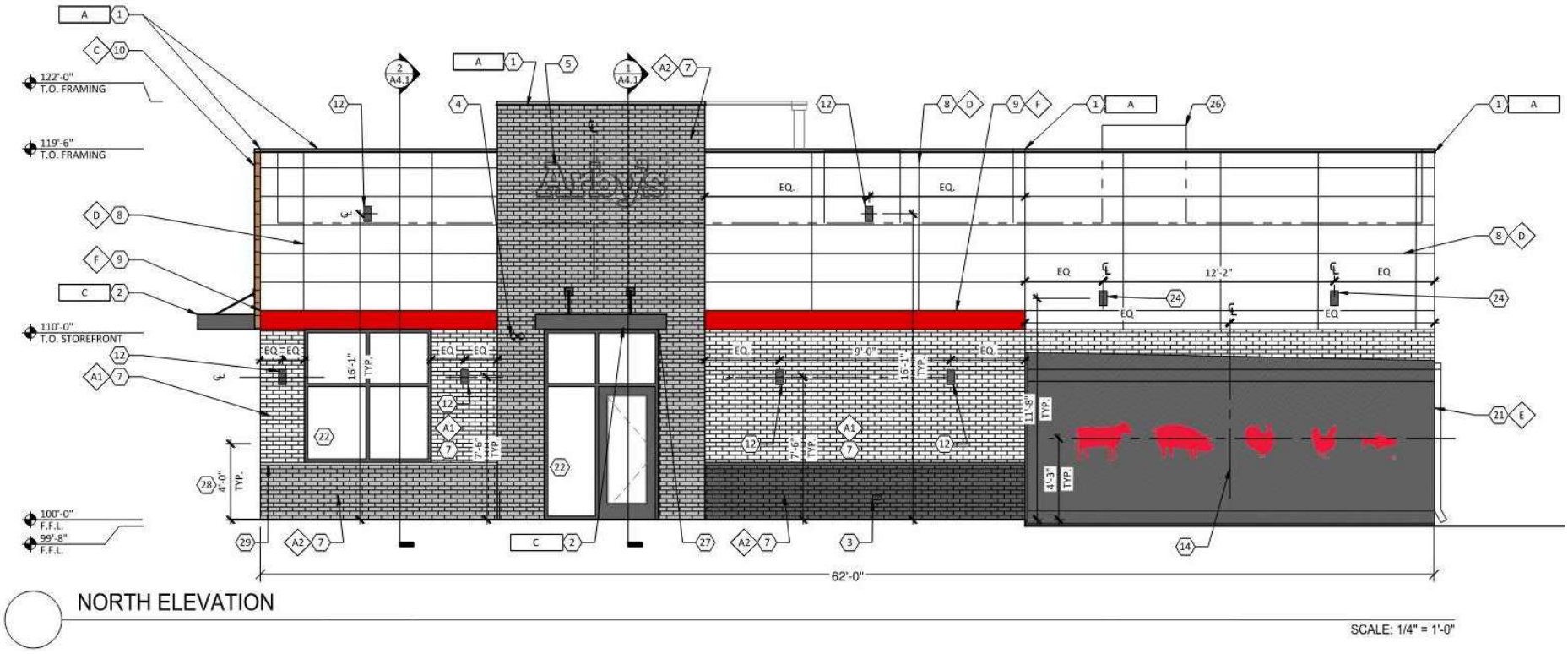
ELEVATIONS



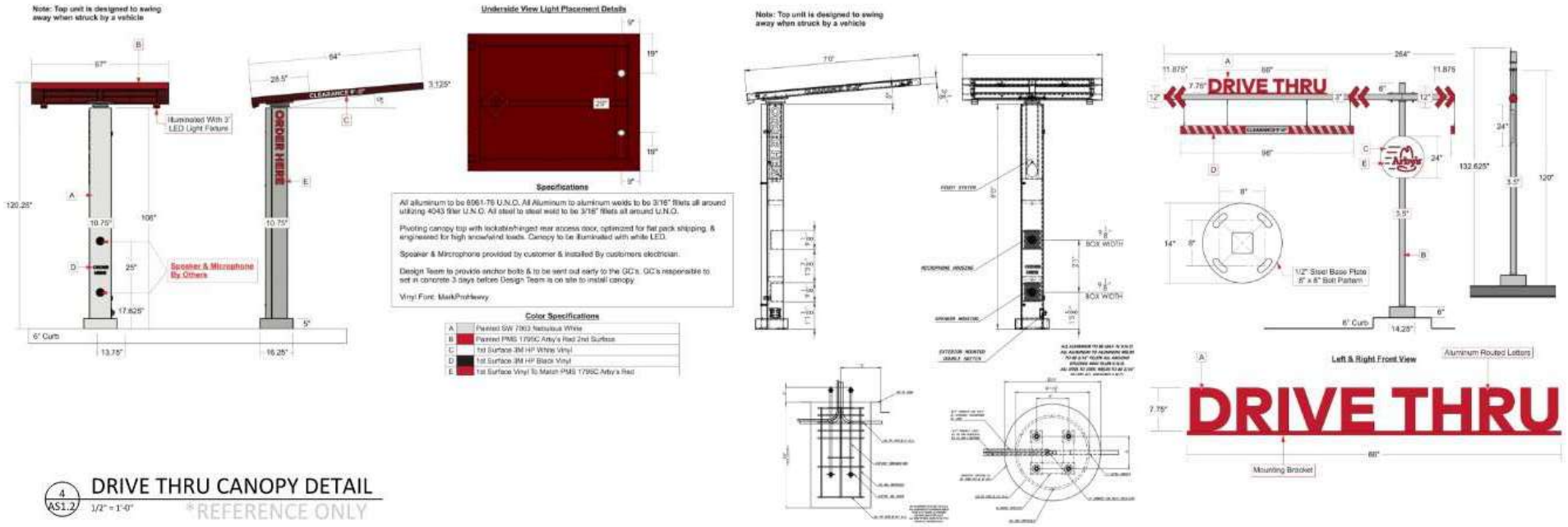
(SOUTH) DRIVE-THRU ELEVATION

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

ELEVATIONS

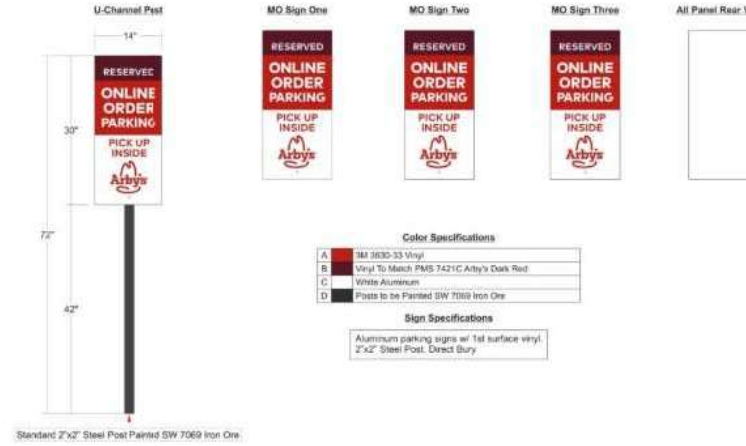

122'-0" T.O. FRAMING
119'-6" T.O. FRAMING
110'-0" T.O. STOREFRONT
100'-0" F.F.L.
99'-8" F.F.L.
62'-0"
NORTH ELEVATION
SCALE: 1/4" = 1'-0"

DRIVE THRU CANOPY DETAILS

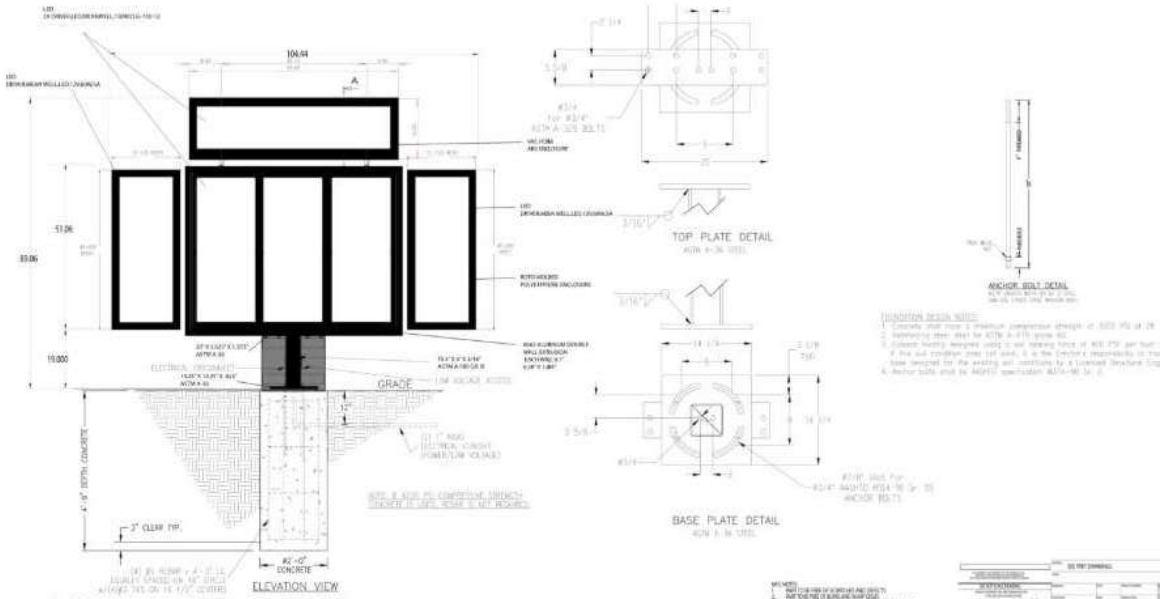


4 AS1.2 DRIVE THRU CANOPY DETAIL
1/2" = 1'-0"
*REFERENCE ONLY

MENU BOARD AND MOBILE ORDER PARKING SIGNAGE



3 MOBILE ORDER PARKING SIGN *REFERENCE ONLY



2 MENU BOARD DETAILS *REFERENCE ONLY

STAFF RECOMMENDATION

APPROVAL with conditions

- Detailed Site Plan DSP-2025-0036

Issues:

- None

Applicant Required Mailings:

- Informational Mailing: 12/05/2025
- Acceptance Mailing: 03/27/2026

STATEMENT OF JUSTIFICATION
NOVEMBER 10, 2025

DETAILED SITE PLAN - PRE-APP-2025-0107

MILL BRANCH CROSSING
ARBY'S EATING AND DRINKING ESTABLISHMENT
WITH DRIVE-THRU SERVICE

OWNER: GREEN BRANCH, LLC
APPLICANT: MILL BRANCH SANDWICHES LLC

Mill Branch Sandwiches LLC
3540 Martins Dairy Circle
Olney, Maryland 20832
Attn: Boris Lander Luis
Applicant

Green Branch LLC
2191 Defense Highway, Suite 400
Crofton, Maryland 21114
Attn: William F. Chesley
Owner

Edward C. Gibbs, Jr.
Gibbs and Haller
1300 Caraway Court, Suite 102
Largo, Maryland 20774
(301) 306-0033
egibbs@gibbshaller.com
Attorney for Applicant

GLW
3909 National Drive, Suite 250
Burtonsville, Maryland 20866
Annapolis, MD 21401
Attn: Timothy Longfellow
Civil Engineer

STATEMENT OF JUSTIFICATION IN SUPPORT OF DETAILED SITE PLAN PRE-APP-2025-0107

APPLICANTS/OWNERS

The Applicant for this Detailed Site Plan is Mill Branch Sandwiches, LLC ("Applicant"). The Owner of the property forming the subject matter of this application is Green Branch, LLC, a Maryland Limited Liability Company. Its owner and member is William F. Chesley. William F. Chesley is the owner of WF Chesley Real Estate, Inc. Mr. Chesley has extensive experience in the development, construction, sale and operation of both residential, commercial and mixed-use projects. Mr. Chesley's involvement in the real estate development and sales field in Prince George's County has been longstanding and successful.

THE PROPERTY

The property is located within the Mill Branch Crossing development. The overall Mill Branch Crossing property contains 70.11 acres of land in total. This 70.11 acres is located generally in the northeast quadrant of the intersection of US Route 301 and Mill Branch Road in Bowie. An aerial photograph outlining the Mill Branch Crossing project area in blue is marked Exhibit "A" and attached hereto.

The property forming the subject matter of this application is designated as part of Outlot 6A as per Final Plat of Subdivision entitled "Plat Thirteen, Outlot 6A and Parcels 7, 8, 9 and 10 and

recorded among the Land Records of Prince George's County on August 6, 2025 in Plat Book ME 270, Plat No. 9. A copy of this Final Plat of Subdivision is marked Exhibit "B" and attached hereto. The Property is also depicted on Tax Map 55, Grid E-3. Outlot 6A comprises a total of approximately 1.6678 acres. However, this Site Plan deals with approximately 0.93± acres (the "Property").

When the Preliminary Subdivision Plan for Mill Branch Crossing was filed, the entirety of the project was included. As approved, Mill Branch Crossing included multifamily residential units, residential townhomes, commercial retail space and a hotel. When the project went to Final Record Plat, it was not known how exactly the commercial lots would be laid out in final form. For that reason, all of the commercial lots were designated as Outlots. This allows the configuration and area of what will ultimately be the final iteration of the commercial lots to be revised at the time of Detailed Site Plan for those lots. In this instance, the Arby's eating and drinking establishment will be located on part of Outlot 6A. After approval of the Detailed Site Plan for Arby's, a new Final Plat of Subdivision will be recorded and a new parcel number will be assigned. For that reason and at the recommendation of Urban Design staff, only the area which will be included in the Final Plat is included in this Detailed Site Plan application.

An aerial photograph outlining the approximate boundary of the Property in black is marked Exhibit "C" and attached hereto.

As can be seen, the Property grading and infrastructure has been installed. In addition, construction of townhomes is ongoing.

Under the prior Zoning Ordinance, the Property was zoned C-S-C (Commercial Shopping Center). Under the new Zoning Ordinance, the Property is zoned CGO (Commercial, General Office). Copies of the prior and current Zoning Maps are marked Exhibits "D" and "E" respectively and attached hereto.[1]

Directly to the north of the Property is a parcel of land zoned CS (previously C-M) which is improved with a restaurant known familiarly as Rips. To the east is an approximate 63.7-acre parcel of land zoned AG (previously O-S) and owned by the Maryland-National Capital Park and Planning Commission. This property is the site of the future Green Branch Regional Park. To the southeast is a parcel of land owned by Ample Grange Farm LLC and comprising approximately 40.17± acres. This land is zoned AR (previously R-A) and was recently developed with a solar electrical generation facility. To the south across Mill Branch Road is a parcel of land owned by the Dorothy A. Chiaramonte Revocable Trust. It is zoned AR (previously R-A) and is undeveloped. To the west across US 301 is an approximate 12.8 acre parcel of land zoned CGO (previously C-S-C). That property is improved with a WalMart. Immediately north of that property and also on the west side of US

[1]As explained *infra*, the Property will be developed pursuant to the provisions of the prior Zoning Ordinance.

301 is the Collington Plaza Shopping Center comprising approximately 12.71± acres and also zoned CGO (previously C-S-C). Farther to the north are the Covington townhomes, comprising approximately 4.30± acres and zoned LCD (previously R-U).

US 301 is a dualized major interstate highway consisting of a variable right-of-way width. Abutting the Property, US 301 consists of two through lanes both north and south divided by a median. There are also turn lanes and acceleration/deceleration lanes at the US 301/Mill Branch Road intersection. The intersection of Mill Branch Road and US 301 is signalized. The area may generally be said to be extensively developed along the west (southbound) lanes of US 301 as well as directly north of the Property. In general, the areas east and southeast are sparsely developed with the exception of the Mill Branch Estates subdivision located farther southwest on the south side of Mill Branch Road.

DEVELOPMENT ENTITLEMENT HISTORY

PRELIMINARY SUBDIVISION PLAN 4-08052

A portion of the overall Mill Branch Crossing property was the subject of a previously approved Preliminary Subdivision Plan (4-08052). This Preliminary Subdivision Plan was approved in May of 2009 and was reconsidered in March of 2017. At the time, Preliminary Plan 4-08052 consolidated eight individual parcels into a single parcel. Preliminary Subdivision Plan 4-08052

approved the construction of 619,000 square feet of commercial space and a 150-room hotel on Parcel A. A copy of the Planning Board Resolution (PGCPB No. 09-85) is filed with this application. Subsequent to the approval of that Preliminary Subdivision Plan, a Special Exception for 24.90 acres was approved (SE-4734) which authorized a 186,933 square foot department or variety store including a food and beverage store. This would have been the site of a WalMart super center. The plan had been for the WalMart located directly across US 301 from the Property to be relocated and expanded. That never occurred. Ultimately, a Final Plat of Subdivision was approved by the Planning Board as authorized by Preliminary Plan 4-08052. That Final Plat was recorded in Plat Book SJH 248, Plat No. 58. This recording occurred in November of 2016. A copy of this Final Plat is marked Exhibit "F" and attached hereto.

CB-45-2019

Despite the approval of large scale commercial development in Preliminary Plan 4-08052, the market demand for commercial retail space had changed dramatically. It became obvious that commercial development of that scale would not be feasible. Concurrent with the changing commercial retail climate, the County Council was considering the adoption of a new Zoning Ordinance. At the time, the Mill Branch Crossing property had been recommended to be placed

in the CGO Zone. That zone permits a wide array of commercial uses. In addition, it permits residential townhomes at a density of up to 20 units per acre and multifamily residential units at a density of up to 48 units per acre.

In anticipation of this zoning reclassification, the owner approached the County Council with a request for it to consider a Zoning Text Amendment which would effectively allow the same uses to be permitted in the C-S-C Zone as were proposed to be permitted in the CGO Zone. As a result, the County Council adopted CB-45-2019 in November of 2019, a copy of which is filed with this application. That bill amends the Use Table in the C-S-C Zone to permit residential townhomes at a density not to exceed 20 units per acre and multifamily residential units at a density not to exceed 48 units per acre. A condition precedent to the use of the Text Amendment is that the property in question must comprise a minimum of 50 acres at the time of Preliminary Subdivision Plan approval. The Property, along with the overall Mill Branch Crossing property, was ultimately reclassified to the CGO Zone when the new Zoning Ordinance took effect on April 1, 2022.

PRELIMINARY SUBDIVISION PLAN 4-19050

In reliance upon CB-45-2019, the owner filed Preliminary Subdivision Plan 4-19050 for the entire Mill Branch Crossing property. This Preliminary Plan was approved by the Planning Board

on March 18, 2021. The Planning Board Resolution of approval (PGCPB No. 2021-42) was adopted by the Planning Board on April 8, 2021. As approved, the Preliminary Plan of Subdivision authorizes the development of 408 multifamily units, 190 residential townhomes, 77,635 square feet of commercial retail space and a 150-room hotel. A copy of this Resolution is filed with this application.

DETAILED SITE PLAN

The overall Mill Branch Crossing project is the subject of five previously approved Detailed Site Plans. The first, DSP-20003, was approved by the Prince George's County Planning Board on April 7, 2022. A copy of PGCPB Resolution No. 2022-35, which adopted and approved DSP-20003, is submitted with this application. Although the entire Mill Branch Crossing project was included in DSP-20003, development was proposed on only 52.18 acres out of the total 70.11 acres. As approved, DSP-20003 authorized development of 408 multifamily residential units and 190 townhouse units. Infrastructure to serve those residential units was also approved in DSP-20003, to include access points and internal private roadways, some of which will eventually serve the Property.

Subsequently, the Planning Board approved DSP-20003-01 on September 7, 2023, upon its adoption of PGCPB Resolution No. 2023-88. A copy of this approval Resolution is included in this

submission. DSP-20003-01 had as its subject matter Outlot 15 as depicted on Exhibit "B" attached hereto. The applicant in DSP-20003-01 was Dash-In Food Stores, Inc., which operates gas stations with food and beverage stores around the country. Pursuant to DSP-20003-01, Outlot 15 was approved for a gas station and food and beverage store comprising 4,809 square feet. Dash-In also proposes a car wash at this site. However, a car wash is permitted by Special Exception in the C-S-C Zone and so it was not included in DSP-20003-01. A separate Special Exception application (SE-22006) was processed and approved for the car wash.

DSP-20003-02, DSP-20003-03 and DSP-20003-04

Three additional Detailed Site Plans have been filed and approved authorizing commercial uses. Specifically, DSP-20003-02 proposes the development of a Popeye's eating and drinking establishment with drive-thru service on what was part of Outlot 9 and part of Outlot 10. It was approved on January 30, 2025 pursuant to Planning Board Resolution PGCPB No 2025-001. A copy is filed with this application. DSP-20003-03 proposes the construction of a Chipotle eating and drinking establishment with drive-thru service on part of Outlot 8 and part of Outlot 9. It was approved on February 20, 2025 pursuant to Planning Board Resolution PGCPB No. 2025-012. A copy is filed with this application. DSP-20003-04 proposes the construction of an inline

retail building comprising approximately 10,237 square feet of gross floor area on part of Outlot 7 and part of Outlot 8. It was approved on April 10, 2025 pursuant to Resolution PGCPB No. 2025-025. A copy is filed with this application. As noted above, the commercial lots within Mill Branch Crossing were recorded as Outlots to allow for future changes to individual lot boundaries to accommodate ultimate development plans.

DEVELOPMENT PROPOSAL

The instant development application represents the fifth revision to DSP-20003. The Applicant proposes to develop the Property with an Arby's eating and drinking establishment with drive-thru, which will comprise approximately 2,325 square feet of gross floor area. As noted above, the Applicant has elected to process this application pursuant to the provisions of the prior Zoning Ordinance as expressly authorized by Section 27-1700 *et. seq.* of the new Zoning Ordinance. Under the prior C-S-C Zone, an eating or drinking establishment with drive-thru service is permitted subject to approval of a Detailed Site Plan. A Departure from Design Standards has been filed concurrently with this application seeking authorization to allow parking spaces at a size other than 9.5' x 19'.

The overall Mill Branch Crossing project will be accessed via an internal system of private roads. Use of private roads was approved by the Planning Board at the time of the approval of the

Preliminary Subdivision Plan (4-19050) pursuant to Section 24-128 of the prior Subdivision Regulations. The Mill Branch Crossing project will have two access points. The first access point will be a right-in/right-out access from US 301. This access point will intersect with a traffic circle within the development which connects to an internal private road to be known as Saint Chesley Avenue. The second point of access will come from Mill Branch Road at a circle and onto a private road to be known as Saint Ridgely Boulevard. Saint Ridgely Boulevard will run in a northeast direction from Mill Branch Road. Within the development, private roads will provide access to the lots. There will be two access points off of Saint Ridgely Boulevard. One will be known as Saint Lola Lane. Saint Lola Lane will act as a spine road running through the Mill Branch Crossing property and will essentially separate the commercial development to the west from the residential development to the east. Access to the Property will be gained via Saint Lola Lane, which is a 52-foot private roadway. A total of 24 parking spaces will be provided. All parking spaces will be angled at 45 degrees, thus promoting one-way onsite circulation.

As noted above, access into the Arby's restaurant will be achieved from either Mill Branch Road or from the right turn lane into the Mill Branch Crossing project from US 301. Utilizing either access point, vehicles will turn onto Saint Lola Lane. If proceeding from Mill Branch Road, cars will go around the traffic

circle and turn left on Saint Ridgely Boulevard. After proceeding in an easterly direction, cars will again turn left on Saint Lola Lane and proceed to turn left into the Arby's restaurant site. If accessing from US 301, cars will turn right from the northbound lanes of US 301 onto Saint Chesley Lane. At the circle, cars will turn right and proceed in a southbound direction on Saint Lola Lane and thereafter turn right into the Arby's restaurant.

The restaurant building is in general proposed to be located roughly in the center of the Property. It will be accessed via a driveway which will be located on the northern portion of Outlot 6A, immediately south of the inline retail building which is the subject of DSP-20003-04. The access driveway will be 30 feet in width. Internally, a single drive aisle will circulate around the building in a counterclockwise fashion. The drive aisle will be approximately 30 feet in width along the northern portion of the Property. At the western boundary, the drive aisle will be 21.8 feet wide. Along the southern boundary, the drive aisle will be 20 feet wide. Circulation will be one-way.

The restaurant will provide drive-thru service. This Arby's will utilize a single drive-thru lane. Upon entering the Property, cars will circle the northern side of the building and enter the drive-thru lane along the western side of the building. There an order board will be located. After placing orders, cars will proceed to the south side of the building where orders will be

paid for and picked up. From there, vehicles will proceed easterly and exit the site onto Saint Lola Lane. Upon exiting, vehicles may turn left or right onto Saint Lola Lane.

COMPLIANCE WITH ZONING ORDINANCE STANDARDS

An eating or drinking establishment with drive-thru service is permitted in the prior C-S-C Zone subject to approval of a Detailed Site Plan. As noted above, a portion of the Property was also subject to CB-45-2019. However, CB-45-2019 applied only to residential development in the C-S-C Zone. As this application proposes only commercial development, the Applicant submits the criteria listed in CB-45-2019 are inapplicable to the instant application. Moreover, conformance with the criteria in CB-45-2019 was already found to have been met in DSP-20003.

DETAILED SITE PLANS - GENERAL PURPOSES

The purposes of Detailed Site Plans are set forth in Section 27-281. The General Purposes for Detailed Site Plans are set forth in Section 27-281(b). That section provides 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 plan;

The Property is subject to the Bowie, Mitchellville & Vicinity Master Plan, most recently adopted and approved on March 8, 2022. The Future Land Use Map, found on page 50 of the Master Plan text document, recommends commercial land use for the Property. It is also important to emphasize that conformance with the Master Plan has been established as part of previous development approvals for the Mill Branch Crossing project. This includes the overall Preliminary Subdivision Plan (4-19050); the Detailed Site Plan for the residential component (DSP-20003); and the Detailed Site Plans for Dash-In (DSP-20003-01), Popeyes (DSP-20003-02), Chipotle (DSP-20003-03) and Inline Retail (DSP-20003-04). The Property was likewise recommended for commercial land use in the prior Bowie and Vicinity Master Plan. Further support for commercial development of the Property may be found in the Generalized Future Land Use Map on page 101 of the 2035 General Plan. The General Plan also places the Property within the Established Communities Area, which recommends and supports immediate development. Given these recommendations, the Applicant submits that this proposal is consistent with the applicable planning documents.

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

The purposes of the C-S-C Zone are set forth in Section 27-454(a) of the Zoning Ordinance. That section provides as follows:

(a) Purposes.

(1) The purposes of the C-S-C Zone are:

(A) To provide locations for predominantly retail commercial shopping facilities;

The overall Mill Branch Crossing project will provide locations for retail shopping facilities. The Preliminary Subdivision Plan has approved almost 80,000 square feet of commercial retail space and a 150-room hotel. Pursuant to CB-45-2019 and DSP-20003, the residential uses being proposed are also expressly permitted of right. The instant proposal, for an eating and drinking establishment with drive-thru service, will serve local residents as well as visitors who will patronize the future commercial/retail offerings within the Mill Branch Crossing project.

(B) To provide locations for compatible institutional, recreational and service uses;

It is important to view the instant proposal within the context of the overall Mill Branch Crossing project. As noted above, the overall project will incorporate a mix of residential and commercial uses. Recreational amenities are provided within the residential component of the project. The need for any other compatible institutional, recreational or service uses will be considered when subsequent Detailed Site Plans are filed for the retail commercial uses and the hotel.

(C) To exclude uses incompatible with general retail shopping centers and institutions; and

As noted above, an eating and drinking establishment with drive-thru service is expressly permitted in the C-S-C Zone, subject to approval of a Detailed Site Plan. Thus, the Applicant submits that the proposed use is presumed to be compatible in the C-S-C Zone and with retail commercial centers such as Mill Branch Crossing.

(D) For the C-S-C Zone to take the place of the C-1, C-2, C-C, and C-G Zones.

This provision is inapplicable.

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

In general, the site design guidelines for detailed site plans are set forth in Section 27-282 of the Zoning Ordinance. The Applicant submits that all of those submittal requirements are provided on the Detailed Site Plan and attached exhibits being filed with this application. In addition, the Applicant submits that this Detailed Site Plan conforms to the development regulations as established in the Preliminary Subdivision Plan (4-19050) approved by the Planning Board for this project.

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

The approval procedures as set forth in the Zoning Ordinance and which are applicable to this Detailed Site Plan are in fact easily understood and consistent.

DETAILED SITE PLANS - SPECIFIC PURPOSES

The Specific Purposes of Detailed Site Plans are set forth in Section 27-281(c) of the Zoning Ordinance. That section provides as follows:

> **(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;**

The locations of the proposed Arby's building and all other improvements are in fact shown depicted on the various sheets of the Detailed Site Plan submittal package. This would also include architecture, parking facilities, access points, green areas, landscaping, recreational amenities and signage.

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

Again, all of this information is shown on the Sheets included within the Detailed Site Plan package. In addition, a copy of the

approved Stormwater Management Concept Plan (#01-0614-205NE14) has been filed with this application package.

(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

As noted above, it is necessary to view this proposal in the context of the overall Mill Branch Crossing project. Recreational amenities associated with the residential component have been approved and will be provided. Additional recreational amenities, if any, will be considered, reviewed and approved as part of future Detailed Site Plan applications for the remaining commercial uses. Architectural form and building materials for all proposed improvements are also shown depicted within the Detailed Site Plan package.

(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.

A homeowners association has been established to provide governance and financial responsibility for the residential multifamily units and residential townhomes. Assessments by residents will be required in order to provide maintenance for such things as private infrastructure, recreational amenities, etc. In addition, all roads within Mill Branch Crossing are

private and must be maintained by property owners and tenants. Accordingly, a separate association has been established which is also governed by covenants and which will ensure maintenance of private roads and onsite utilities. Finally, an access easement was previously granted to the Maryland-National Capital Park and Planning Commission in order to provide vehicular access into the Green Branch Regional Park which is not yet constructed. That agreement provides certain construction financial responsibilities on the part of M-NCPPC as well as maintenance responsibilities for use of Ridgely Boulevard.

SECTION 27-283. - SITE DESIGN GUIDELINES.

(a) The Detailed Site Plan shall be designed in accordance with the same guidelines as required for a Conceptual Site Plan (Section 27-274).

SECTION 27-274. DESIGN GUIDELINES.

Section 27-274(a)(2) Parking, Loading and circulation.

The Site Design Guidelines provide guidance regarding the location of parking and loading facilities. These guidelines encourage the location of parking as near as possible to the uses they serve, generally placing parking on the side or rear of the structures, orienting loading docks away from major streets and from public view and separating loading areas from parking areas. The Arby's Site Plan generally conforms with these recommendations. Access to the Arby's comes off of Saint Lola

Lane. Cars are oriented so as to traverse the site from the access point and then along the northern side of the building. From there, cars will turn along the west side of the building. Parking is located on three sides of the building thus providing easy access for patrons to enter the restaurant building. The south side of the building contains no parking as that is entirely devoted to the pickup lane. The onsite circulation lane as well as the parking is designed to provide easy access into the restaurant building.

Section 27-274(a)(3) Lighting.

A photometric plan is included with the Detailed Site Plan (see Sheet 11) and shows that the site will be adequately lit and that all lighting used will be directed on site and will be adequate to ensure safe operation of the proposed uses.

Section 27-274(a)(4) Views.

As noted above, the Property fronts on Saint Lola Lane, a private, internal road. The building is oriented so that views from the restaurant will face out to the north and east. Saint Lola Lane provides access to the restaurant site. Saint Lola Lane is also the main private spine road within the Mill Branch Crossing project. The building as well as landscaping and screening have been oriented to minimize views onto US 301 and to orient both lines of sight and physical activity internally and toward Saint Lola Lane. Specifically, the west side of the Arby's site abutting

US 301 will be planted with a combination of shade trees (Black Tupelo and Red Maple) which will provide screening.

Section 27-274(a)(5) Green Area.

Green area will be provided in accordance with the regulations in the C-S-C Zone applicable to the Property. All required setbacks, buffers and internal tree plantings are being provided as required pursuant to applicable Zoning Ordinance and Landscape Manual requirements. The result is to present visitors to the restaurant site with attractive and tranquil views.

Section 27-274(a)(6) Site and streetscape amenities.

The site has been designed to contribute to an attractive, coordinated development which will enhance the use and enjoyment of the site. Most significantly, the applicant will be providing all landscaping as required by the Landscape Manual. As noted earlier, the site has been laid out in such a manner as to orient activities to the north and east sides of the building. This provides an opportunity for patrons to have their experience oriented inward toward the development as opposed to creating viewsheds oriented to US 301. The trash container is located in the northwest corner of the site abutting US 301. While some parking (five spaces) is located in the western portion of the site, no physical activity is oriented anywhere other than along

the north and east sides of the building. Sidewalk areas are located along the north and east sides of the building creating connectivity for pedestrians between the Arby's building and the parking compound. The site will be attractively lit to provide safety while not creating glare.

Section 27-274(a)(7) Grading.

All grading on site will be performed in accordance with applicable regulations. Stormwater management will be provided as required by the City of Bowie and sediment control plans will also be approved.

Section 27-274(a)(8) Service areas.

As noted earlier, the trash corral will be located in the extreme northwest corner of the site in an area which will ensure it does not adversely impact the experience of guests. Deliveries to the restaurant will also be oriented to the western side or rear of the building. The service areas will be adequately separated from pedestrian areas but yet will be conveniently located to serve the restaurant.

Section 27-274(a)(9) Public spaces.

No public space system is proposed in conjunction with this project.

Section 27-274(a)(10) Architecture.

Architectural elevations have been provided as part of the Detailed Site Plan package. The building will incorporate trademark Arby's architectural features which will include substantial glazing, EIFS exterior treatments, metal coping and some brick trim treatments. The building will feature an articulated façade so that the building does not present in a long straight façade lacking architectural interest. A parapet will be utilized at the top of the building in order to screen HVAC equipment which will be located on the roof.

DETAILED SITE PLANS - REQUIRED FINDINGS

This Detailed Site Plan must be approved by the Prince George's County Planning Board of the Maryland-National Capital Park and Planning Commission. The Planning Board must make required findings as set forth in Section 27-285(b) of the Zoning Ordinance. Those findings are as follows:

(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. If it cannot make these findings, the Planning Board may disapprove the Plan.

The Applicant submits that this Detailed Site Plan conforms to all applicable design requirements of CB-45-2019, the C-S-C Zone, the Landscape Manual and the approved Preliminary Plan of Subdivision

(4-19050). Access which is being proposed is in conformance with access approved in Preliminary Plan 4-19050. As can be seen from the elevations filed with this application, the building presents an attractive and aesthetically pleasing design incorporating both interesting architectural standards and building materials. The construction will utilize durable and attractive building materials. The proposed building does not exceed any established height requirements. In short, the proposal does in fact represent a reasonable and viable alternative for satisfying site design guidelines while allowing for the construction of a development which will serve its intended purpose and use.

(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).

No Conceptual Site Plan was required in this instance and therefore this provision is inapplicable.

(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.

This Detailed Site Plan is not a Detailed Site Plan for Infrastructure. Infrastructure elements for the overall Mill Branch Crossing project were approved as part of DSP-20003. Thus,

the Applicant submits this provision is inapplicable to the instant application.

> **(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).**

A Natural Resources Inventory (NRI-029-07/04) was approved on June 5, 2020 for the overall Mill Branch Crossing property. In addition, a Tree Conservation Plan (TCP-022-07) was approved on January 25, 2010 and TCP II-016-10 was approved on April 10, 2017. The Property does not contain any wetlands of special State concern. Further, the Property is not located within the Chesapeake Bay Critical Area. Non-tidal wetlands do exist on the Property and some impacts to these wetlands are proposed.[2] However, the impacts have previously been approved by the U.S. Army Corps of Engineers and the Maryland Department of the Environment. The review and approval by those agencies has authorized the proposed impacts and they have authorized 2.6 acres of wetland mitigation to be provided offsite. In view of the above, the Applicant submits that environmental features have been and will be preserved and/or restored to the fullest extent possible.

PRIOR CONDITIONS OF APPROVAL

[2] See PPS, General Note 14.

As noted above, the Property is the subject of certain prior development approvals, including a Preliminary Plan of Subdivision (4-19050), and several Detailed Site Plans (DSP-20003, DSP-20003-01), DSP-20003-02, DSP-20003-03 and DSP-20003-04. The Applicant submits that the conditions of approval for all Detailed Site Plans are inapplicable to this proposal. However, Preliminary Subdivision Plan 4-19050 remains relevant and certain conditions of approval of that Plan may potentially be deemed applicable to this project. Preliminary Plan 4-19050 was approved by the Planning Board on March 18, 2021 as evidenced by the adoption of Resolution PGCPB No. 2021-42 on April 8, 2021. Those conditions which may potentially be deemed relevant are discussed below:

3. **A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in this resolution of approval, shall require the approval of a new preliminary plan of subdivision, prior to approval of any building permits.**

This Detailed Site Plan does not propose any revision to the mix of uses. The proposed 2,325 square foot eating and drinking establishment with drive-thru service is permitted by right in the C-S-C Zone and is included within the 77,635 square feet of commercial/retail space which was approved in Preliminary Plan 4-19050. Therefore, the proposed use does not trigger any requirement for a new Preliminary Subdivision Plan.

4. **Development of this site shall be in conformance with the stormwater management concept plan for this project**

(01-0614-205NE14, once reapproved by the City of Bowie), and any subsequent revisions.

All development will be in strict conformance with the approved Stormwater Management Concept Plan as approved by the City of Bowie.

5. **Prior to approval of a final plat, in accordance with the approved preliminary plan of subdivision, the final plat shall include the dedication of public utility easements (PUEs) along all public and private rights-of-way, unless a variation from the PUE requirement is obtained.**

A variation was approved as part of Preliminary Plan 4-19050 to exclude the 10' PUE which was originally required to be provided along the frontage of US Route 301 and Mill Branch Road. Instead, a 10' PUE is provided along one side of all internal roads. As can be seen on the Final Plat of Subdivision (Exhibit "B"), the 10' PUE is shown along the Property's frontage with Saint Lola Lane. This PUE is reflected on the Detailed Site Plan. Given that the Property is designated as an Outlot, a new Final Plat of Subdivision will need to be recorded following approval of this Detailed Site Plan. The new Final Plat will reflect the location of the 10' PUE in accordance with the Preliminary Plan and this Detailed Site Plan.

7. **At the time of detailed site plan, private on-site recreational facilities shall be provided to meet mandatory parkland dedication requirements, with one or more of the following to be provided; at the election of the applicant:**

a. **A guarantee that the recreational facilities for the townhomes and the multifamily residences will be available to all residents of both communities, with the guarantee to be provided in writing and confirmed with appropriate covenants, prior to approval of a final plat.**

b. **Additional recreational facilities for the townhomes to serve the residents of the northern cluster in the community, with the amenities to be reviewed by the Urban Design Section of the Development Review Division.**

c. **A prominent, accessible connection between the townhomes and the stormwater management facility, and redesign of the amenity locations and site grading in this area, as necessary, to create usable facilities for the townhouse residents. The parcel boundaries shown on the preliminary plan of subdivision may be adjusted in this area to accommodate the redesign.**

This Condition applies to the residential component of Mill Branch Crossing and satisfaction of this Condition was determined through the review and approval of DSP-20003 which approved the residential component. Thus, the Applicant submits this Condition has been met and satisfied and that it is inapplicable to this application.

8. **The applicant, and the applicant's heirs, successors, and/or assignees, shall provide adequate, private recreational facilities on-site, in accordance with the standards outlined in the *Prince George's County Park and Recreation Facilities Guidelines*. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division for adequacy, in accordance with the approved preliminary plan of subdivision, and be approved by the Prince George's County Planning Board with the detailed site plan (DSP). Triggers for construction shall also be established at the time of DSP.**

See above response to Condition 7.

18. **Total development within the subject property shall be limited to uses which generate no more than 909 AM peak-hour trips and 1,231 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

As noted above, the development being proposed in this Detailed Site Plan is in strict conformance with the development density approved in Preliminary Subdivision Plan 4-19050. The trip cap is not being exceeded and uses are not being proposed which would generate more trips than those which were approved.

20. **In conformance with the 2009 Approved Countywide Master Plan of Transportation, and the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B,* the applicant and the applicant's heirs, successors, and/or assignees shall provide the following improvements, and provide an exhibit that depicts the following improvements, prior to acceptance of any detailed site plan:**

    a. **Bikeway signage and shared lane markings (e.g., "sharrow"), within the right-of-way, along the subject site's frontage of Mill Branch Road, unless modified with written correspondence by the Prince George's County Department of Permitting, Inspections and Enforcement, and/or the Maryland State Highway Administration, as appropriate.**

    b. **Minimum 5-foot-wide sidewalks along both sides of all internal roadways, public or private, excluding alleyways.**

    c. **Minimum 5-foot-wide sidewalks along the full lengths of proposed Roads A, D, and F.**

    d. **A wide crosswalk with a pedestrian island crossing US 301 at Mill Branch Road, unless modified by the Maryland State Highway Administration, with written correspondence.**

e. Continental style crosswalk crossing all access points along Private Road A and Chesley Avenue.

f. Long- and short-term bicycle parking, consistent with the 2012 AASHTO Guide for the Development of Bicycle Facilities, to accommodate residents and visitors at the proposed multifamily building, hotel, and commercial spaces.

g. Parallel or perpendicular ADA curb ramps at all intersections within the subject site.

These improvements were reviewed and approved in DSP-20003. Thus, the Applicant submits they are inapplicable to this application.

24. Prior to issuance of a use and occupancy permit for the development, the applicant and the applicant's heirs, successors, and/or assignees shall:

a. Contact the Prince George's County Fire/EMS Department to request a pre-incident emergency plan for the facility.

b. Install and maintain automated external defibrillators (AEDs), in accordance with the Code of Maryland Regulations (COMAR) requirements (COMAR 30.06.01-05), so that any employee is no more than 500 feet from an AED.

c. Install and maintain bleeding control kits next to fire extinguisher installation and no more than 75 feet from any employee.

Each of these requirements will be complied with prior to issuance of use and occupancy permits. See General Note 46 and 47 on Sheet 1 of the Detailed Site Plan package.

CONCLUSION

In view of all of the above, the Applicant submits that all relevant criteria for the approval of Detailed Site Plan DSP-

20003-05 have been met and satisfied. The Applicant therefore requests that this Detailed Site Plan be approved as submitted.

Edward C. Gibbs, Jr., Esquire
Gibbs and Haller
1300 Caraway Court, Suite 102
Largo, Maryland 20774
(301) 306-0033
egibbs@gibbshaller.com
Attorney for the Applicant

8.5X11_Landscape

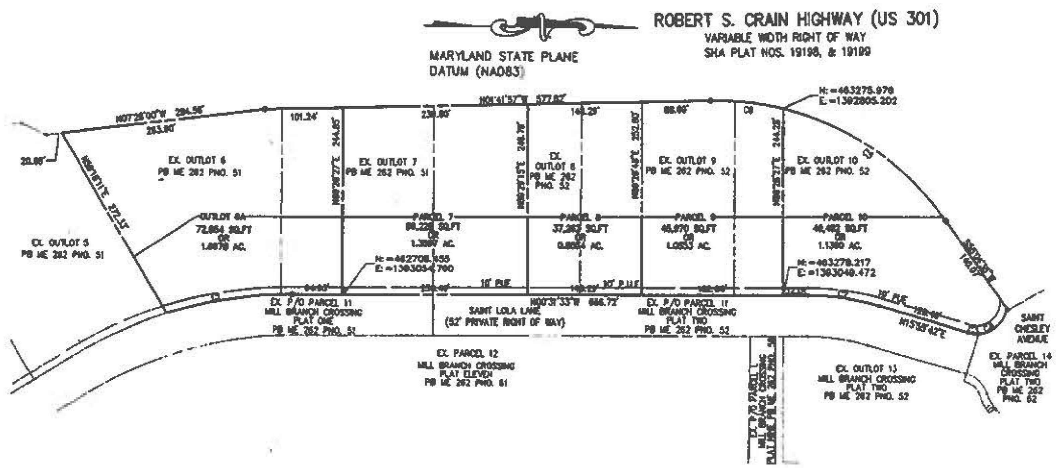
N

Exhibit "A"

Data provided by Prince George's County Planning Department - 1

ME270 / 9

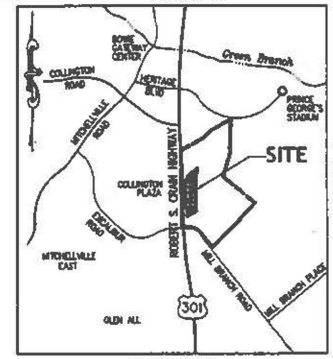
Exhibit "B"



FILED

AUG 06 2025

CLERK OF THE CIRCUIT COURT FOR PRINCE GEORGE'S COUNTY, MD



VICINITY MAP

SCALE: 1" = 2000'

NOTES

1. APPROVAL OF THIS PLAT IS BASED UPON A REASONABLE EXPECTATION THAT PUBLIC WATER AND SEWER SERVICE WILL BE AVAILABLE WHEN NEEDED AND IS CONDITIONED ON FULFILLING ALL OF THE COMMITMENTS CONTAINED IN WASHINGTON SUBURBAN SANITARY COMMISSION PROJECT/AUTHORIZATION # DA-4766208.

2. DEVELOPMENT IS SUBJECT TO A RECREATIONAL FACILITIES AGREEMENT (RFA) RECORDED IN LIBER 48129 AT FOLIO 585.

3. THIS PLAT IS SUBJECT TO A DECLARATION OF COVENANTS RECORDED IN LIBER AT FOLIO

4. THIS DEVELOPMENT IS SUBJECT TO RESTRICTIONS SHOWN ON THE APPROVED TYPE I TREE CONSERVATION PLAN (TCP1-018-2020) OR MOST RECENT REVISION, OR AS MODIFIED BY THE TYPE 2 TREE CONSERVATION PLAN AND PRECLUDES ANY DISTURBANCE OR INSTALLATION OF ANY STRUCTURE WITHIN SPECIFIC AREAS. FAILURE TO COMPLY WILL MEAN A VIOLATION OF AN APPROVED TREE CONSERVATION PLAN AND WILL MAKE THE OWNER SUBJECT TO MITIGATION UNDER THE WOODLAND AND WILDLIFE HABITAT CONSERVATION ORDINANCE (WCO). THIS PROPERTY IS SUBJECT TO THE NOTIFICATION PROVISIONS OF CB-60-2005. COPIES OF ALL APPROVED TREE CONSERVATION PLANS FOR THE SUBJECT PROPERTY ARE AVAILABLE IN THE OFFICES OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION, PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT.

5. DEVELOPMENT AND ISSUANCE OF PERMITS IS SUBJECT TO TRANSPORTATION CONDITIONS OF PGCPB RESOLUTION NO. 2021-42.

6. DEVELOPMENT OF THIS SITE SHALL BE IN ACCORDANCE WITH THE STORMWATER MANAGEMENT CONCEPT PLAN 01-0824-205NE14, AND ANY SUBSEQUENT REVISIONS.

7. DEVELOPMENT WITHIN THE SUBJECT PROPERTY MUST CONFORM TO THE DETAILED SITE PLAN WHICH WAS APPROVED BY THE PRINCE GEORGE'S COUNTY PLANNING BOARD ON MARCH 23, 2022, DSP-20003, OR AS AMENDED BY ANY SUBSEQUENT REVISIONS THERETO.

8. PRIOR TO THE ISSUANCE OF ANY PERMITS WHICH IMPACT WETLANDS, WETLAND BUFFERS, STREAMS OR WATERS OF THE U.S., THE APPLICANT SHALL SUBMIT COPIES OF ALL FEDERAL AND STATE WETLAND PERMITS, EVIDENCE THAT APPROVAL CONDITIONS HAVE BEEN COMPLIED WITH, AND ASSOCIATED MITIGATION PLANS.

NOTES CONTINUED

9. THIS PLAT IS SUBJECT TO THE RECORDATION OF A WOODLAND CONSERVATION EASEMENT PURSUANT TO SECTION 25-122(D)(1)(B) WITH THE LIBER AND FOLIO REFLECTED ON THE TYPE 2 TREE CONSERVATION PLAN.

10. PRIOR TO ISSUANCE OF A USE AND OCCUPANCY PERMIT FOR THE DEVELOPMENT, THE APPLICANT AND THE APPLICANT'S HEIRS, SUCCESSORS, AND/OR ASSIGNEES SHALL:

A. CONTACT THE PRINCE GEORGE'S COUNTY FIRE/EMS DEPARTMENT TO REQUEST A PRE-INCIDENT EMERGENCY PLAN FOR THE FACILITY.

B. INSTALL AND MAINTAIN AUTOMATED EXTERNAL DEFIBRILLATORS (AEDS), IN ACCORDANCE WITH THE CODE OF MARYLAND REGULATIONS (COMAR) REQUIREMENTS (COMAR 30.06.01-05), SO THAT ANY EMPLOYEE IS NO MORE THAN 500 FEET FROM AN AED.

C. INSTALL AND MAINTAIN BLEEDING CONTROL KITS NEXT TO FIRE EXTINGUISHER INSTALLATION AND NO MORE THAN 75 FEET FROM ANY EMPLOYEE.

11. PRIOR TO THE APPROVAL OF BUILDING PERMITS, THE APPLICANT, HIS HEIRS, SUCCESSORS AND/OR ASSIGNS, SHALL DEMONSTRATE THAT A COMMUNITY ASSOCIATION HAS BEEN ESTABLISHED AND THAT THE COMMON AREAS AS DELINEATED ON THE APPROVED PRELIMINARY PLAN OF SUBDIVISION HAVE BEEN CONVEYED TO THE COMMUNITY ASSOCIATION.

PLAT 13 CURVE TABLE					
Curve #	Radius	Length	Delta	Chord Direction	Chord Length
C1	648.00	183.86	183.24	S9° 07' 21"E	183.85
C2	328.00	93.82	93.30	S7° 42' 05"W	93.82
C3	40.00	13.32	19.08	N8° 23' 19"E	13.26
C4	40.00	52.52	75.22	N40° 45' 48"W	48.83
C5	380.00	282.58	256.80	S34° 10' 50"W	282.59
C6	380.00	94.15	93.88	S3° 47' 34"W	94.15

OWNER'S DEDICATION

WE, GREEN BRANCH LLC, OWNER OF THE PROPERTY SHOWN HEREON, HEREBY ADOPT THIS PLAT OF SUBDIVISION, ESTABLISH THE MINIMUM BUILDING RESTRICTION LINES, AND GRANT TO THE PUBLIC UTILITIES, THEIR SUCCESSORS AND ASSIGNS A TEN (10) FOOT WIDE PUBLIC UTILITY EASEMENT, AS SHOWN HEREON, SUBJECT TO THE TERMS AND PROVISIONS RECORDED AMONG THE AFOREMENTIONED LAND RECORDS IN LIBER 3703, AT FOLIO 748.

PROPERTY MARKERS WILL BE PLACED IN ACCORDANCE WITH SECTION 24-120(b)(8)(F)(8) OF THE SUBDIVISION REGULATIONS.

THERE ARE NO SUITS, ACTIONS AT LAW, LEASES, LIENS, MORTGAGES OR TRUSTS AFFECTING THE PROPERTY INCLUDED IN THIS PLAT OF SUBDIVISION, EXCEPT FOR A CERTAIN DEED OF TRUST AND ALL PARTIES IN INTEREST HERETO BELOW HAVE INDICATED THEIR ASSENT.

FOR GREEN BRANCH LLC

WILLIAM F. CHESLEY, MANAGER — 7-16-25 DATE

I HEREBY ASSENT TO THIS PLAT OF SUBDIVISION:

CHARLES R. RUCH, TRUSTEE, FOR SHORE UNITED BANK N.A. — 7-15-25 DATE

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE PLAT SHOWN HEREON IS CORRECT, THAT IT IS A SUBDIVISION OF PART OF THE LAND CONVEYED FROM MILL BRANCH CROSSING LIMITED LIABILITY COMPANY AND GBR MILL BRANCH LIMITED LIABILITY COMPANY TO GREEN BRANCH LLC BY DEED DATED DECEMBER 31, 2019 AND RECORDED AMONG THE LAND RECORDS OF PRINCE GEORGE'S COUNTY, MARYLAND IN LIBER 43366 AT FOLIO 480 AND IT IS A SUBDIVISION OF PART OF THE LANDS CONVEYED BY GBR MILL BRANCH LIMITED LIABILITY COMPANY TO GREEN BRANCH LLC BY DEED DATED OCTOBER 12, 2021 AND RECORDED AMONG THE SAID LAND RECORDS IN LIBER 46533 AT FOLIO 543, ALSO BEING A RESUBDIVISION OF OUTLOTS 6 & 7 OF A SUBDIVISION PLAT ENTITLED, "PLAT ONE MILL BRANCH CROSSING", AND OUTLOTS 8, 9 & 10 OF A SUBDIVISION PLAT ENTITLED, "PLAT TWO MILL BRANCH CROSSING" AND RECORDED AMONG THE SAID LAND RECORDS IN PLAT BOOK ME 262 PLAT NOS. 51 & 52, RESPECTIVELY. THE TOTAL AREA INCLUDED IN THIS PLAT OF SUBDIVISION IS 264,586 SQUARE FEET OR 6.0743 ACRES.

Charles F. Young 7/3/25

CHARLES F. YOUNG — DATE

MARYLAND PROFESSIONAL LAND SURVEYOR #10832

SURVEYOR LICENSE EXPIRES/RENEWS 6/17/2026

GRAPHIC SCALE

0 100 200 400

SCALE: 1" = 100'

PLAT THIRTEEN

OUTLOT 6A & PARCELS 7, 8, 9 & 10

MILL BRANCH CROSSING

A RESUBDIVISION OF OUTLOTS 6, 7, 8, 9 & 10

QUEEN ANNE DISTRICT No. 7

PRINCE GEORGE'S COUNTY, MARYLAND

DATE: JULY 2025 SCALE: 1" = 100'

LANDTECH CORPORATION

A FALCON COMPANY

201 Defense Highway, Suite 200, Annapolis, MD 21401, Ph. (443) 274-3232, Fax (443) 274-3233

FOR PUBLIC WATER & SEWER SYSTEMS ONLY

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
PRINCE GEORGE'S COUNTY PLANNING BOARD

APPROVED: 7/31/2025

DARRYL BARNES, CHAIRMAN

GAVIN COHEN, SECRETARY-TREASURER
BY: JESSICA JONES, ASSISTANT SECRETARY

DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT
PRINCE GEORGE'S COUNTY, MARYLAND

APPROVED: 7·28·2025 DATE — DIRECTOR OR DESIGNEE

RECORDED 08-06-2025

PLAT BOOK ME270

PLAT NO. 9

CGO (PRIOR C-S-C)
4-19050
205NE14&15

MNCPPC FILE NO. FPS-2025-008

P267246

MSA 12381-21535

PRINCE GEORGE'S COUNTY CIRCUIT COURT (Plat Book) Plat Book ME 270, p. 9, MSA_C2381_21535. Date available 2025/08/06. Printed 12/05/2025.

8.5X11_Landscape

N

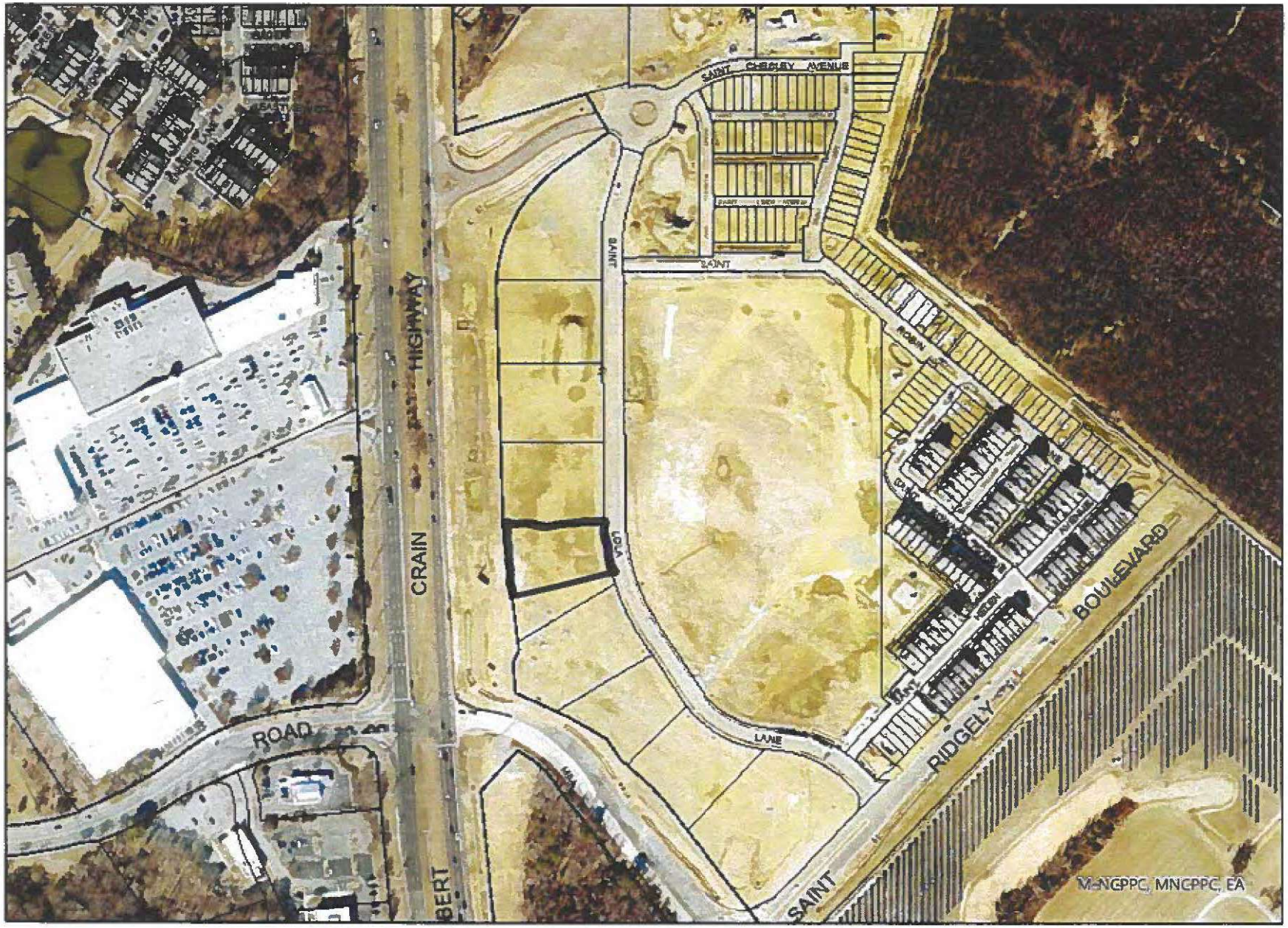


Exhibit "C"

Data provided by Prince George's County Planning Department - 1

8.5X11_Landscape

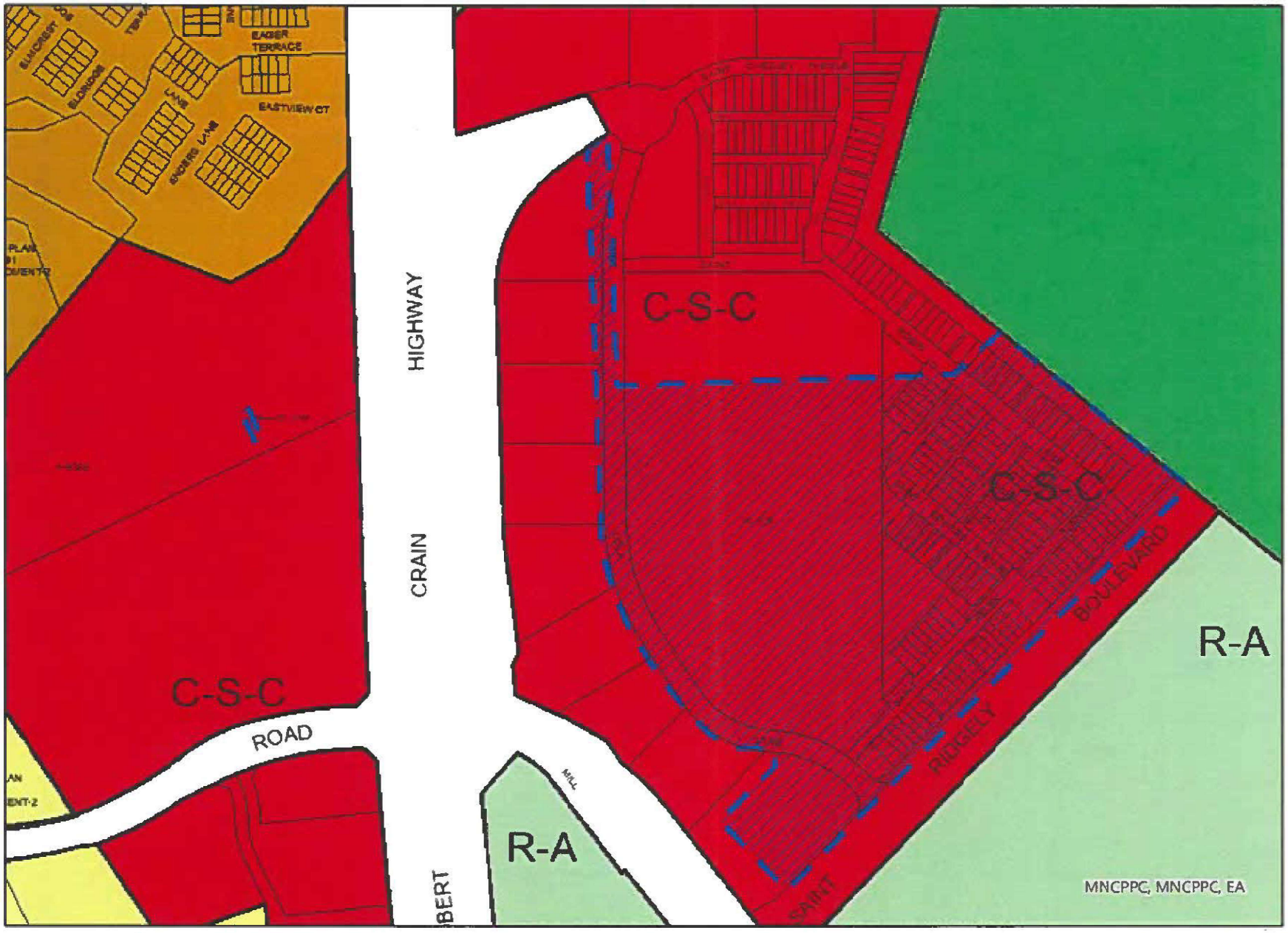


Exhibit "D"

Data provided by Prince George's County Planning Department - 1

"Exhibit "E"

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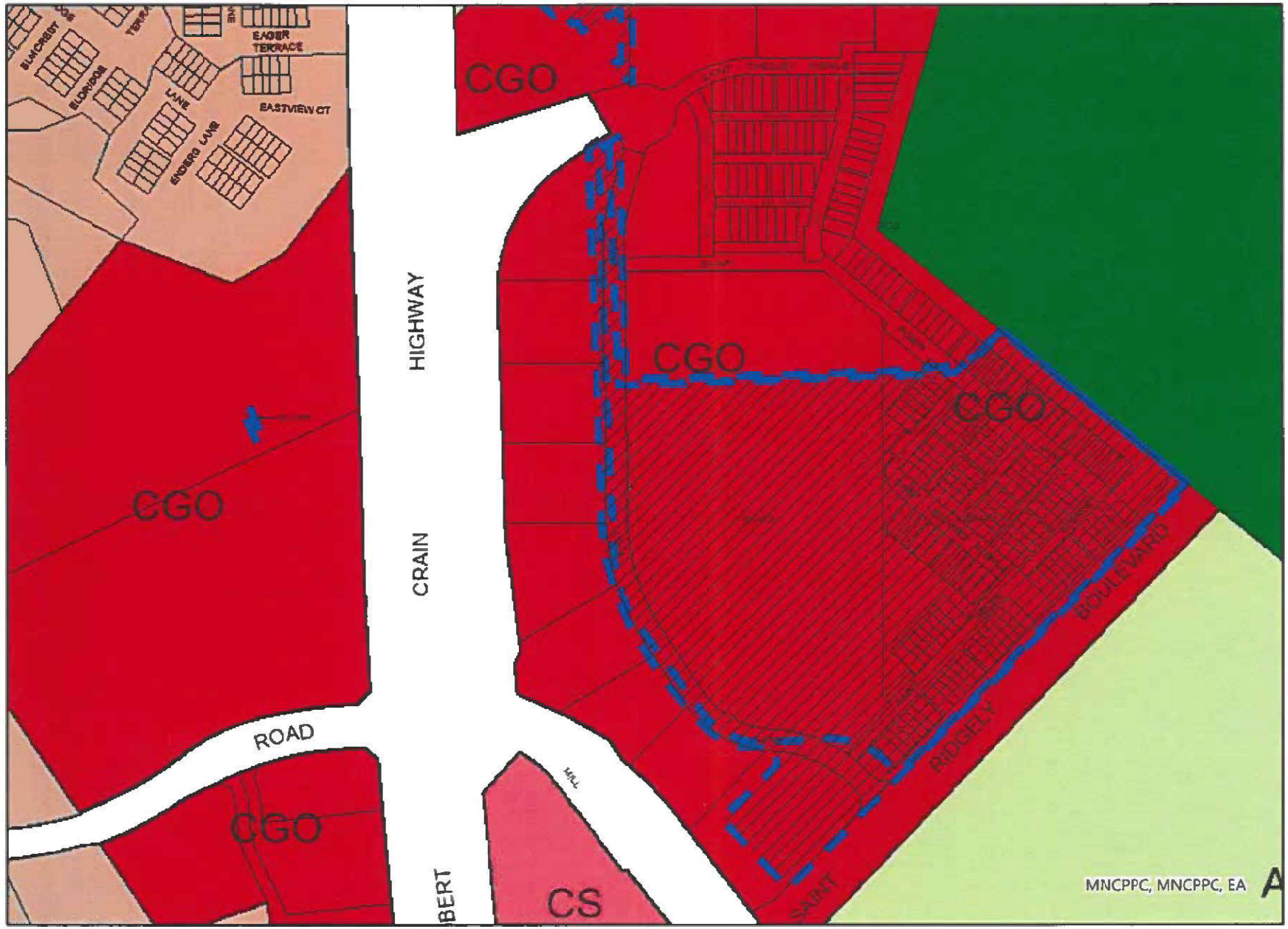
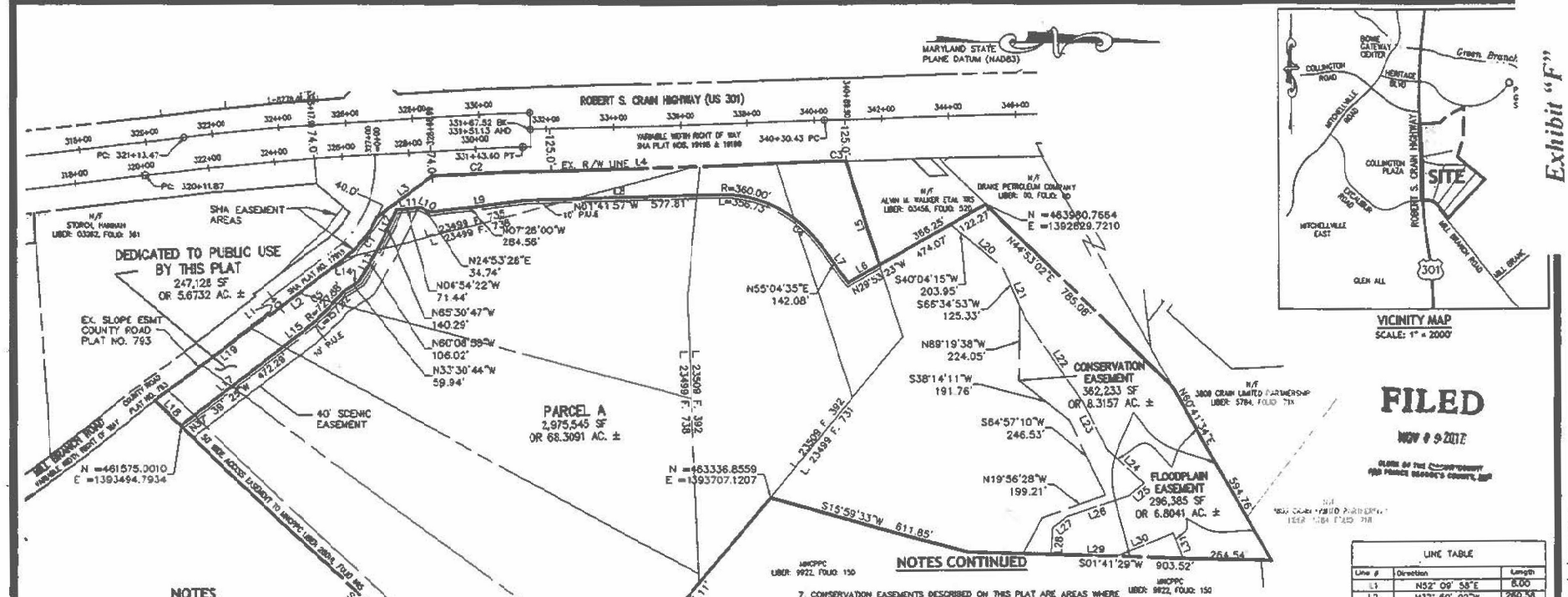


Data provided by Prince George's County Planning Department - 1

SJH 248-58

Exhibit "F"



VICINITY MAP
SCALE: 1" = 2000'

FILED
NOV 0 9 2017
CLERK OF THE CIRCUIT COURT FOR PRINCE GEORGE'S COUNTY, MD

NOTES

1. APPROVAL OF THIS PLAT IS BASED UPON A REASONABLE EXPECTATION THAT PUBLIC WATER AND SEWER SERVICE WILL BE AVAILABLE WHEN NEEDED AND IS CONDITIONED ON FULFILLING ALL OF THE COMMITMENTS CONTAINED IN WASHINGTON SUBURBAN SANITARY COMMISSION PROJECT/AUTHORIZATION # DA-4788Z08.

2. PRIOR TO APPROVAL OF THE FIRST BUILDING PERMIT, A DETAILED SITE PLAN SHALL BE APPROVED BY THE PLANNING BOARD IN ACCORDANCE WITH PART 3, DIVISION 9, OF THE ZONING ORDINANCE AND CONDITION 6 OF PGCPB RESOLUTION NO. 09-85(A)

3. PRIOR TO THE ISSUANCE OF THE FIRST BUILDING PERMIT, A FINANCIAL CONTRIBUTION OF $210 SHALL BE PAID TO THE DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION IN ACCORDANCE WITH CONDITION 12 OF PGCPB RESOLUTION NO. 09-85(A).

4. DEVELOPMENT IS SUBJECT TO RESTRICTIONS SHOWN ON THE APPROVED TYPE I TREE CONSERVATION PLAN (TCPI-022-07), OR AS MODIFIED BY THE TYPE II TREE CONSERVATION PLAN, AND PRECLUDES ANY DISTURBANCES OR INSTALLATION OF ANY STRUCTURE WITHIN SPECIFIC AREAS. FAILURE TO COMPLY WILL MEAN A VIOLATION OF AN APPROVED TREE CONSERVATION PLAN AND WILL MAKE THE OWNER SUBJECT TO MITIGATION UNDER THE WOODLAND CONSERVATION ORDINANCE/TREE PRESERVATION POLICY. THIS PROPERTY IS SUBJECT TO THE NOTIFICATION PROVISIONS OF CB-60-2005. COPIES OF ALL APPROVED TREE CONSERVATION PLANS FOR THE SUBJECT PROPERTY ARE AVAILABLE IN THE OFFICES OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION, PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT, ENVIRONMENTAL PLANNING SECTION, 4TH FLOOR, COUNTY ADMINISTRATION BUILDING, 14741 GOVERNOR ODEN BOWIE DRIVE, UPPER MARLBORO, MARYLAND.

5. DEVELOPMENT AND ISSUANCE OF PERMITS IS SUBJECT TO TRANSPORTATION CONDITIONS OF PGCPB RESOLUTION NO. 09-85(A).

6. DEVELOPMENT OF THIS SITE SHALL BE IN ACCORDANCE WITH THE STORMWATER MANAGEMENT CONCEPT PLAN 14712-2007-00, AND ANY SUBSEQUENT REVISIONS.

NOTES CONTINUED

7. CONSERVATION EASEMENTS DESCRIBED ON THIS PLAT ARE AREAS WHERE THE INSTALLATION OF STRUCTURES AND ROADS AND THE REMOVAL OF VEGETATION ARE PROHIBITED WITHOUT PRIOR WRITTEN CONSENT FROM THE M-NCPPC PLANNING DIRECTOR OR DESIGNEE. THE REMOVAL OF HAZARDOUS TREES, LIMBS, BRANCHES, OR TRUNKS IS ALLOWED.

8. MILL BRANCH ROAD IS A COUNTY DESIGNATED HISTORIC ROAD. THE SCENIC EASEMENT DESCRIBED ON THIS PLAT IS AN AREA WHERE THE INSTALLATION OF STRUCTURES AND ROADS AND/OR THE REMOVAL OF VEGETATION ARE PROHIBITED WITHOUT PRIOR WRITTEN CONSENT FROM THE M-NCPPC PLANNING DIRECTOR OR DESIGNEE. THE REMOVAL OF HAZARDOUS TREES, LIMBS, BRANCHES, OR TRUNKS IS ALLOWED.

9. TOTAL DEVELOPMENT WITHIN THE SUBJECT PROPERTY SHALL BE LIMITED IN ACCORDANCE WITH CONDITION 14 OF PGCPB RESOLUTION NO. 09-85 (A).

10. PRIOR TO THE ISSUANCE OF ANY PERMITS WHICH IMPACT WETLANDS, WETLAND BUFFERS, STREAMS OR WATERS OF THE U.S., THE APPLICANT SHALL SUBMIT COPIES OF ALL FEDERAL AND STATE WETLAND PERMITS, EVIDENCE THAT APPROVAL CONDITIONS HAVE BEEN COMPLIED WITH, AND ASSOCIATED MITIGATION PLANS.

LINE TABLE		
Line #	Direction	Length
L1	N52° 09' 58"E	8.00
L2	N37° 50' 02"W	280.58
L3	N36° 43' 10"W	208.18
L4	N1° 47' 17"W	903.22
L5	N72° 34' 28"E	329.73
L6	S29° 53' 23"E	107.81
L7	S55° 04' 35"W	142.08
L8	S1° 41' 57"E	577.81
L9	S7° 28' 00"E	284.56
L10	S24° 53' 28"W	34.74
L11	S4° 54' 22"E	71.44
L12	S65° 30' 47"E	140.29
L13	S60° 08' 58"E	106.02
L14	S33° 30' 44"E	58.84
L15	S37° 39' 25"E	57.57
L17	S37° 39' 25"E	414.71
L18	S43° 38' 52"W	106.91
L19	N37° 37' 22"W	430.55

LINE TABLE		
Line #	Direction	Length
L20	S40° 04' 15"W	203.95
L21	S66° 34' 55"W	170.31
L22	S55° 36' 01"W	309.66
L23	S83° 03' 19"W	154.90
L24	S43° 07' 49"W	150.11
L25	N38° 17' 40"W	59.82
L26	N18° 21' 18"W	190.47
L27	N38° 02' 52"W	55.40
L28	N88° 11' 04"W	83.35
L29	N1° 44' 53"E	195.49
L30	N23° 14' 23"W	182.77
L31	N70° 12' 42"E	82.58

CURVE TABLE					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	183.41	384.52	27° 20' 00"	N51° 29' 55"W	181.68
C2	274.94	2658.40	01° 15' 32"	N12° 24' 37"W	274.93
C3	59.31	45711.83	00° 04' 47"	N1° 45' 04"W	59.31
C4	356.73	380.00	56° 47' 56"	S28° 41' 19"W	342.31
C5	157.82	727.88	12° 25' 23"	S43° 31' 05"E	157.51

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE PLAT SHOWN HEREON IS CORRECT, THAT IT IS A SUBDIVISION OF ALL THE LAND CONVEYED FROM WILLIAM F. CHESLEY REAL ESTATE, INC., DEE CORPORATION AND GBR MILL BRANCH LIMITED LIABILITY COMPANY TO MILL BRANCH CROSSING LIMITED LIABILITY COMPANY BY DEEDS DATED SEPTEMBER 27, 2005 AND OCTOBER 14, 2005 AND RECORDED AMONG THE LAND RECORDS OF PRINCE GEORGE'S COUNTY, MARYLAND IN LIBER 23509 AT FOLIO 392; LIBER 23499 AT FOLIO 731, LIBER 23499 AT FOLIO 735 AND LIBER 23499 AT FOLIO 738, RESPECTIVELY. THE TOTAL AREA INCLUDED IN THIS PLAT OF SUBDIVISION IS 3,222,679 SQUARE FEET OR 73.9823 ACRES; OF WHICH 247,128 SQUARE FEET OR 5.6732 ACRES IS DEDICATED TO PUBLIC USE BY THIS PLAT.

Charles F. Young 9/18/17
CHARLES F. YOUNG DATE
MARYLAND PROFESSIONAL LAND SURVEYOR #0832

OWNER'S DEDICATION

WE, MILL BRANCH CROSSING LIMITED LIABILITY COMPANY, OWNER OF THE PROPERTY SHOWN HEREON, HEREBY ADOPT THIS PLAT OF SUBDIVISION, ESTABLISH THE MINIMUM BUILDING RESTRICTION LINES, ESTABLISH THE CONSERVATION EASEMENT, GRANT TO PRINCE GEORGE'S COUNTY THE 100-YEAR FLOODPLAIN EASEMENT AS SHOWN HEREON, SUBJECT TO THE TERMS AND PROVISIONS RECORDED AMONG THE LAND RECORDS OF PRINCE GEORGE'S COUNTY, MARYLAND IN LIBER 38869 AT FOLIO 223, DEDICATE THE STREET WIDENING TO PUBLIC USE AND GRANT TO THE PUBLIC UTILITIES, THEIR SUCCESSORS AND ASSIGNS A TEN (10) FOOT WIDE PUBLIC UTILITY EASEMENT, AS SHOWN HEREON, SUBJECT TO THE TERMS AND PROVISIONS RECORDED AMONG THE AFOREMENTIONED LAND RECORDS IN LIBER 3703, AT FOLIO 748.

PROPERTY MARKERS WILL BE PLACED IN ACCORDANCE WITH SECTION 24-120(b)(6)(F)(ii) OF THE SUBDIVISION REGULATIONS.

THERE ARE NO SUITS, ACTIONS AT LAW, LEASES, LIENS, MORTGAGES OR TRUSTS AFFECTING THE PROPERTY INCLUDED IN THIS PLAT OF SUBDIVISION.

FOR MILL BRANCH CROSSING LIMITED LIABILITY COMPANY.

Richard A. Grossarcher 9/21/17
MANAGING MEMBER DATE

FOR PUBLIC WATER & SEWER ONLY

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
PRINCE GEORGE'S COUNTY PLANNING BOARD
APPROVED: November 2, 2017
CHAIRMAN
ASST. SECRETARY
MNCPPC FILE NO. 5-17125

DEPARTMENT OF PERMITTING, INSPECTIONS & ENFORCEMENT
PRINCE GEORGE'S COUNTY, MARYLAND
APPROVED: OCTOBER 10, 2017
HAITHAM A. REMAL, DIRECTOR

RECORDED 11/09/17
PLAT BOOK SJH 248
PLAT NO. 58

C-S-C
4-08052
205NE14&15

PARCEL A
MILL BRANCH CROSSING

QUEEN ANNE DISTRICT No. 7
PRINCE GEORGE'S COUNTY, MARYLAND
DATE: APRIL, 2017 SCALE: 1" = 200'

LANDTECH CORPORATION
A FALCON COMPANY
201 Defense Highway
Suite 200
Annapolis, MD 21401
Ph. (443) 274-3232
Fax (443) 274-3233

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MSA C2381-20239

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

Countywide Planning Division
Historic Preservation Section 301-952-3680

May 4, 2026

MEMORANDUM

TO: Dexter Cofield, Urban Design Section, Development Review Division

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

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

SUBJECT: **DSP-2025-0036 and DPT-2026-0003 Mill Branch Crossing-Arby's**

The overall subject property comprises 70.11 acres and is located in the northeast quadrant of the intersection of US 301 and Mill Branch Road in Bowie. The portion of the property to be developed is part of Outlot 6A as per the Final Plat of Subdivision entitled "Plat Thirteen, Outlot 6A and Parcels 7, 8, 9, and 10", and recorded in Prince George's County Plat Book ME 270, Plat 9**.** The property is also depicted on Tax Map 55, Grid E-3, Outlot 6A, and comprises approximately 1.6678 acres; however, this site plan includes approximately 0.93 acres.

The subject property is zoned Commercial Shopping Center (C-S-C), per the prior Zoning Ordinance, and is located within the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* area. The subject application proposes the development of an approximately 2,325-square-foot retail building for eating and drinking, with a drive-through. A Departure from Design Standards has been filed concurrently with this application, seeking authorization to allow parking spaces at a size other than 9.5 feet by 19 feet.

The 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* contains goals and policies related to historic preservation (pages 156-165). However, these are not specific to the subject site or applicable to the proposed development.

The underlying Preliminary Plan of Subdivision (4-19050) covered 70 acres and included a Phase III archeological investigation completed in June 2020 on site 18PR857, an eighteenth-century plantation house lot. No additional archeology was recommended.

Condition 16 of PGCPS *Resolution 2021-042* for 4-19050 states:

16. ***Historic****—Phase III archeological investigations were completed on site 18PR857, an 18th-century plantation house lot, in June 2020. As of March 18, 2021, the Planning Board hearing, artifact and feature analysis was continuing and had not yet been completed. The applicant's archeological consultant submitted a partial draft Phase III report on site 18PR857 to Historic Preservation staff on January 28, 2021. When the artifact analysis is complete, a final Phase III draft report shall be submitted to Historic Preservation staff. The final approved Phase III*

report shall be submitted and approved by Historic Preservation staff, prior to the issuance of a grading permit.

The final copies of the archeology report "*A Phase III Archaeological Data Recovery of the Mill Branch Crossing Site (18PR857), Queen Anne District, Prince George's County, Maryland,*" were received by Historic Preservation staff on August 11, 2022.

The initial detailed site plan (DSP-20003) covered 63.66 acres. The artifacts from the Phase III archeological investigations on the subject property had not yet been curated with the Maryland Archaeological Conservation Laboratory in St. Leonard, Maryland, at the time of application for DSP-20003. Artifacts from the Phase III investigation were subsequently deposited with the Maryland Archaeological Conservation Laboratory on August 11, 2022. The DSP-2025-0036 covers other portions of the initial DSP.

Historic Preservation staff recommend approval of DSP-2025-0036 and DPT-2026-0003, Mill Branch Crossing-Arby's, with no conditions.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

May 22, 2026

MEMORANDUM

TO: Dexter Cofield, Planner II, Urban Design Section, Development Review Division

VIA: N. Andrew Bishop, Planner IV, Long-Range Planning Section, Community Planning Division NAB

VIA: Thomas Lester, Acting Supervisor, Long-Range Planning Section, Community Planning Division TEL

FROM: John Lawrence, Graduate Assistant, Long-Range Planning Section, Community Planning Division JL

SUBJECT: **DSP-2025-0036 and DPT-2026-0003 Mill Branch Crossing**

FINDINGS

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

Nonetheless, the proposed development aligns with Plan 2035 recommendations for the Established Communities and the general recommendations and guidance of the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan*. The application proposes an eating and drinking establishment with drive-through, the site design and architecture, proposed with this DSP are consistent with the recommendations of the master plan related to land use, environment, transportation, and community character.

BACKGROUND

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

Planning Area: 71B

Community: City of Bowie

Location: On the east side of Saint Lola Lane, south of its intersection with Saint Chesley Avenue at 3480 Saint Lola Lane, Bowie, Maryland 20716

Size: 0.93 acres

Existing Uses: Undeveloped

Future Land Use: Commercial

Proposal: Construct an Arby's eating and drinking establishment with drive-through, comprising approximately 1,910 square feet of gross floor area on a portion of Outlot 6A using the prior Zoning Ordinance.

Zoning: Commercial, General and Office (CGO) Zone

Prior Zoning: Commercial Shopping Service (C-S-C) Zone

Applicable Zoning Ordinance: Prior Zoning Ordinance

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: The 2014 *Plan Prince George's 2034 Approved General Plan* (Plan 2035) places this application in the **Established Communities** Growth Policy Area (Map 1**.** Prince George's County Growth Policy Map, p. 18). 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**.**

Master Plan: The 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* (Master Plan) recommends **Commercial** land use on the subject property. Commercial uses include "Retail and business areas, including employment uses, such as office and services. A range of services are provided at the neighborhood to regional level. New commercial areas have access to multimodal transportation options. These areas are intended to remain predominantly or entirely commercial" (p 49). The proposed use conforms with the recommended land use.

In addition, the Master Plan recommends the following strategies to help advance the intent and purpose of the plan:

Transportation and Mobility

Transportation and Mobility

- **Policy TM 1 All streets serving properties in Plan 2035-designated Centers and/or zoned for commercial, multifamily, or mixed uses should incorporate active transportation and pedestrian/ bicycle safety features, attractive streetscaping, and modern stormwater management best practices (p. 112).**
    - **Strategy TM 1.3 Streets constructed to serve commercial, multifamily, or mixed-use development should contain, at minimum: Six-foot-wide sidewalks on both sides…bicycle lanes or a separated facility, street trees, modern stormwater management best practices, such as bioswales (p. 113).**

- **Policy TM 2 All streets in Bowie-Mitchellville and Vicinity should accommodate traffic at Plan 2035-recommended levels of service (LOS) (p. 113).**

    - **Strategy TM 2.2 Design all streets in the Established Communities of Bowie-Mitchellville and Vicinity to allow operation at LOS D (p. 113).**

    - **Strategy TM 2.4 Reconstruct or construct streets as recommended in Appendix D. Recommended Master Plan Transportation Facilities (p. 113). And TM 3.2 Construct the pedestrian and bicycle facilities identified in Appendix D. Recommended Master Plan Transportation Facilities (p. 113). Appendix D recommends:**
        - **P-310, New Road N, from Ballpark Road to Mill Branch Road, 60' right-of-way with two vehicle lanes, 5-foot-wide sidewalks, and buffered bicycle lanes (p. 251).**

- **Policy TM 3 Enhance active transportation infrastructure to create greater quality of life and attract businesses and employees (p. 113).**

    - **Strategy TM 3.1 Ensure all streets in Bowie-Mitchellville and Vicinity's Centers and Established Communities have sidewalks**

    - **Strategy TM 3.2 Construct the pedestrian and bicycle facilities identified in Appendix D. Recommended Master Plan Transportation Facilities.**

    - **Strategy TM 3.3 Provide marked crosswalks on all legs of all intersections**

    - **Strategy TM 3.10 Provide wayfinding, historic, interpretive, and other informational signage along all pedestrian and bicycle routes, especially within Centers directing people to key destinations.**

- **Policy TM 11 Diversify how parking is provided to create a vibrant and connected built environment (p. 127).**

    - **Strategy TM 11.2 Formalize, stripe, and/or barrier-separate pedestrian pathways in surface and structured parking lots. Strive to eliminate pedestrian activity in drive aisles through alternative pathways, signage, and education.**

The infrastructure for Saint Lola Lane, the private road that provides access to the subject property, was approved under Detailed Site Plan DSP-20003 Mill Branch Crossing. At the time of the prior DSP approval, conditions were set to include 5-foot-wide sidewalks on both sides of Saint Lola Lane. Stormwater management features, including bioswales, water retention ponds, and reforestation areas, were approved under the prior landscape manual and met the design requirements at the time. The subject application incorporates bioswales and landscaping along the streetscape as recommended by the master plan.

The Master Plan right-of-way, P-310 (known as new Road N), runs parallel to the subject property on the west side. Though it is adjacent to this project it is not a part of this application. Other missing infrastructure improvements recommended by the master plan (i.e., shared bicycle lanes and street trees) would have been addressed at the time of DSP-20003 approval. However, the current master plan was not approved at that time. Ensuring these features were incorporated at that stage could have significantly enhanced the accessibility and safety of the area for all users, promoting a transportation network that supports both cycling and walking.

The site plan shows five-foot-wide sidewalks that access the property, with crosswalks to improve pedestrian safety. The streetscape incorporates stormwater techniques and landscaping on the frontage of the property to enhance the pedestrian experience. Staff recommend that signage and discernable pavement materials be used to clearly mark the location of the pedestrian crossing. The applicant is encouraged to continue working with the applicable operating agencies during this and future applications to install adequate transportation facilities with sidewalks, bike lanes and crosswalks where appropriate.

Natural Environment

- **Policy NE 4 Support street tree plantings along transportation corridors and streets, reforestation programs, and retention of large tracts of woodland to the fullest extent possible to create a pleasant environment for active transportation users including bicyclists and pedestrians.**
    - **NE 4.2 Plant street trees to the maximum extent permitted along all roads and trail rights-of-way (p. 145).**
- **Policy NE 5 Reduce urban heat island effect, thermal heat impacts on receiving streams, and reduce stormwater runoff by increasing the percentage shade and tree canopy over impervious surfaces.**

The proposed development incorporates trees and landscaping in the area between Saint Lola Lane's planned five-foot-wide sidewalk and the subject property. The proposed landscaping enhances the aesthetic appeal of the area creating a more pleasant environment for patrons.

Aviation/MIOZ: This application is not located within an Aviation Policy Area or the Military Installation Overlay Zone.

SMA/Zoning: The 2024 *Approved Bowie-Mitchellville and Vicinity Sectional Map Amendment* retained the subject property in the Commercial, General and Office (CGO) Zone.

On November 29, 2021, the District Council approved CR-136-2021, the Countywide Map Amendment (CMA) which reclassified the subject property from the Commercial Shopping Center (C-S-C) Zone to the Commercial, General and Office (CGO) Zone effective April 1, 2022.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
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May 22, 2026

MEMORANDUM

TO: Dexter Cofield, Urban Design Review Section, Development Review Division

FROM: MM Melanie Marino, Transportation Planning Section, Countywide Planning Division

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

MB Mark Berger, Transportation Planning Section, Countywide Planning Division

SUBJECT: DSP-2025-0036, Mill Branch Crossing

Prior Conditions of Approval

This site is governed by the prior approved Preliminary Plan of Subdivision (PPS), 4-19050, Certificate of Adequacy (ADQ)- 2025-0032 and Detailed Site Plan (DSP)-20003. The following prior conditions of approval are applicable to the subject application:

4-19050

18. Total development within the subject property shall be limited to uses that generate no more than 909 AM peak-hour trips and 1,231 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

Comment: An ADQ revision to 4-19050 (ADQ-2025-0032) has been recently approved and contains a new trip cap. The trips generated by the proposed development will be evaluated under the new approved trip cap.

20. In conformance with the 2009 *Approved Countywide Master Plan of Transportation*, and the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B*, the applicant, and the applicant's heirs, successors, and/or assignees shall provide the following improvements, and provide an exhibit that depicts the following improvements, prior to acceptance of any detailed site plan:

> b. Minimum 5-foot-wide sidewalks along both sides of all internal roadways, public or private, excluding alleyways.
>
> f. Long- and short-term bicycle parking, consistent with the 2012 American Association of State Highway and Transportation Official *Guide for the Development of Bicycle Facilities,* to accommodate residents and visitors at the proposed multifamily building, hotel, and commercial spaces.

g. Parallel or perpendicular ADA curb ramps at all intersections within the subject site.

Comments: The Mill Branch development contains an extensive sidewalk network that is designed to connect all the uses within the development. A five-foot-wide sidewalk is provided along the parcel's frontage of Saint Lola Lane, to include continental-style crosswalks and Americans with Disabilities Act (ADA)-compliant parallel curb ramps. A crosswalk is also provided from Saint Lola Lane to the front entrance of the restaurant. Designated space for inverted "U" shaped bicycle racks are provided near the front entrance of the building to accommodate visitors and employees. This condition has been met.

ADQ-2025-0032

1. Total development within the subject property shall be limited to uses which generate no more than 1,141 AM peak-hour trips and 1,520 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

Comment: The submitted trip generation matrix demonstrates that the proposed use will generate an additional 2 AM peak hour trips, and 12 PM peak hour trips to the development. Including the proposed Arby's, all other planned developments in this project total 767 AM peak hour trips and 854 PM peak hour trips, leaving a remainder of 374 AM peak hour trips and 666 PM peak hour trips. This development will not exceed the established trip cap. The applicant should update the provided trip generation matrix to meet this condition.

3. Prior to the approval of any building permit within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed upon timetable for construction with the appropriate operating agency:

a. **US 301 at Governors Bridge Road-Harbor Way (DONE)**
Modify the approach lanes on eastbound Harbor Way, to create an eastbound double left-turn lane, and a combined left-, through, and right-turn lane.

b. **US 301 at MD 197 (NOT DONE YET BASED ON AERIAL PHOTO)**
Provide an additional left-turn lane on the eastbound approach to create an eastbound double left-turn lane, a combined left-turn and through lane, and a free right-turn lane.

c. **US 301 at Heritage Boulevard-Ball Park Road (DONE)**
Convert the southbound right-turn lane to create a southbound double left-turn lane, two through lanes, and a shared through and right-turn lane.

d. **US 301 at Mill Branch Road-Excalibur Road (DONE)**
Provide a third northbound through lane along US 301, beginning at a point south of Mill Branch Road, and ending at a point north of Mill Branch Road, as determined by SHA.

Comment: This condition will be evaluated at the time of permitting**.**

4. Prior to approval of the 50th residential townhouse building permit or the permit for the 2nd multifamily building, whichever occurs first, for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall provide (a) full financial assurances, (b) permits for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate operating agency for the following improvement:

   a. A continental-style crosswalk crossing the north leg of US 301 at its intersection with Mill Branch Road, unless modified by the Maryland State Highway Administration, with written correspondence.

Comment: This condition will be evaluated at the time of permitting.

Master Plan Compliance

This application is subject to 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan and Sectional Map Amendment*.

Right of Way (ROW)

US 301 (Crain Highway) (F-10): 450-foot ROW

Comment: The MPOT and sector plan recommend the above ROW. The site plans accurately display ROW requirements and no additional dedication is required.

Pedestrian and Bicycle Facilities

Planned Side Path: US 301 (Crain Highway)

Comment: The MPOT and area sector plan designate US 301 as a 12-foot-wide shared-use path of which is delineated on plan sheets and meets master plan intent.

Planned Bike Lane: P-310

Comment: The area sector plan designates P-310 ("New Road N") as a 5-foot-wide sidewalk and buffered bicycle lanes. This sector plan was not yet active at the time of original project submission. To be consistent with what has already been reviewed for this project, this sector plan ROW recommendation will not be applied to this proposal.

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 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

Comment: The current DSP includes a comprehensive system of sidewalks and associated crosswalks along Saint Lola Lane, providing continuous connections to the site and throughout the development. Although the 2022 sector plan recommends a six-foot-wide sidewalk, the planned five-foot-wide sidewalk is consistent with the recommended width of the prior plan approval in 2019. The project proposal meets this policy.

> **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.**

Comment: 5-foot-wide sidewalk is proposed along the frontage of Saint Lola Lane as well as an internal network of sidewalks. Crosswalks are also provided across vehicular lanes to facilitate pedestrian use of the site. In addition, the proposed bicycle parking can accommodate multimodal uses of the site.

The 2022 *Bowie-Mitchellville and Vicinity Master Plan* recommends the following facilities within or adjacent to the subject property:

> **TM 1.3: Streets constructed to serve new commercial, multifamily, or mixed-use developments should contain, at a minimum:**
> - **Six-foot-wide sidewalks on both sides.**
> - **Crosswalks on all legs of an intersection.**

Comment: The site plans include the planned 12-foot shared-use path along US-301, west of the subject site and a comprehensive system of sidewalks and associated crosswalks along Saint Lola Lane, providing continuous connections to the site and throughout the development. Although the 2022 sector plan recommends a six-foot-wide sidewalk, the planned five-foot-wide sidewalk is consistent with the recommended width of the prior preliminary plan of subdivision (4-19050) approval in 2020, which follows the 2006 Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment. In addition, the bicycle parking provided can accommodate multimodal uses of the site. Staff find that the planned facilities and amenities meet the intent of the master plan goals and policies.

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:

> **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.**

Comment: The development requires 8 parking spaces and 2 ADA spaces, of which 2 ADA and 24 standard parking spaces are proposed to meet the requirements. Parking spaces are oriented to provide convenient access to the subject. The site also includes one bicycle parking "U" rack to accommodate short-term bicycle parking for up to 3 bicycles. The project proposal meets this requirement.

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

Comment: The applicant has provided one 12-foot by 33-foot loading zone in the southwest corner of the site. The proposed loading zone is located away from major streets and generally away from public view. The proposed loading zone is also separated from proposed parking areas. Additionally, the applicant provided a truck turning exhibit that demonstrates that larger vehicular movement through the site will be possible within the proposed vehicle circulation system connecting to the loading area. The project proposal meets this requirement.

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

Comment: One full movement vehicular access point is proposed along Saint Lola Lane. Pedestrian movement through the site is marked and separated by sidewalks and crosswalks. A truck-turning exhibit was provided to demonstrate larger vehicular movement through 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. 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 to enhance the visual unity of the site.

Comment: Designated space for bicycle parking is proposed to accommodate up to 3 bicycles at a convenient distance from the entrance of the proposed restaurant. The project proposal meets this requirement.

Recommendations

Based on the findings presented above, staff conclude that the vehicular, pedestrian, and bicycle access and circulation for this plan are acceptable, consistent with the site design guidelines pursuant to Section 27, and meet the findings for pedestrian and bicycle transportation purposes if the following conditions are met:

1. Prior to certification, the applicant and the applicant's heirs, successors and assignees shall provide the following:
    A. Update the trip generation matrix to reflect the trip cap determined in ADQ-2025-0032.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • TTY: 301-952-3796 • pgplanning.org

May 25, 2026

MEMORANDUM

TO: Dexter Cofield, Planner II, Urban Design Section

FROM: Mridula Gupta, Planning Supervisor, Subdivision Section MG

SUBJECT: DSP-2025-0036; Arby's at Mill Branch Crossing

The property subject to this detailed site plan (DSP) amendment consists of Outparcel 6A of Mill Branch Crossing, recorded in the Prince George's County Land Records in Plat Book ME 270 Plat no. 9. This application for a DSP has been submitted for review under the prior Commercial Shopping Center (C-S-C) zoning of the subject property, and prior Zoning Ordinance and Subdivision Regulations. The DSP proposes development of a 1,910 square-foot eating or drinking establishment, with drive-through service. DSP-2025-0036 was accepted for review on April 6, 2026. Major issue comments were provided to the applicant during the SDRC meeting on April 24, 2026. This memo is based upon the application materials submitted on April 6, 2026 and May 15, 2026.

The property is subject to Preliminary Plan of Subdivision (PPS) 4-19050, which was approved by the Prince George's County Planning Board on March 18, 2021 (PGCPB Resolution No. 2021-42). This PPS approved 190 lots and 39 parcels for development of 190 single-family attached dwellings, 408 multifamily dwelling units, a 150-room hotel, and 77,635 square feet of commercial development. The PPS covers 70.1 acres, while this DSP covers 1.67 acres in the northern corner of the subdivision. The subject DSP amendment has been submitted for commercial development within the subdivision, and it is within the commercial square footage approved with the PPS. A new PPS is therefore not required at this time.

PPS 4-19050 was approved subject to 24 conditions, of which the conditions relevant to the review of this proposed DSP amendment are listed below in **bold** text. Staff analysis of the project's conformance to the conditions follows each one in plain text:

3. **A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in this resolution of approval, shall require the approval of a new preliminary plan of subdivision, prior to approval of any building permits.**

   The subject application does not propose a substantial revision to the mix of uses on the subject property which were approved at the time of the PPS. The Subtitle 24 adequacy findings of the PPS are not affected.

4. Development of this site shall be in conformance with the stormwater management concept plan for this project (01-0614-205NE14, once reapproved by the City of Bowie), and any subsequent revisions.

A revision of the stormwater management (SWM) concept plan for the overall Mill Branch Crossing Development and an associated approval letter (01-0624-205NE14) were submitted with the application. The approval is dated June 26, 2024 and expires on June 26, 2027. The Environmental Planning Section should review the DSP amendment to determine whether it is in conformance with the SWM concept plan.

5. Prior to approval of a final plat, in accordance with the approved preliminary plan of subdivision, the final plat shall include the dedication of public utility easements (PUEs) along all public and private rights-of-way, unless a variation from the PUE requirement is obtained.

The property was previously platted as Outlot 6A in Plat Book ME 270 Plat no. 9. The plat shows PUEs on the outlots consistent with 4-19050, and the subject DSP shows PUEs consistent with both the PPS and the plat. When the property is re-platted as Parcel 6, the new plat will need to show the required PUE.

13. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-020-2020). The following note shall be placed on the final plat of subdivision:

14. Prior to issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision:

With the subject application, the applicant submitted a copy of an approved Type 2 tree conservation plan, TCP2-044-2021-01. The Environmental Planning Section should review the TCP2 for conformance to the approved TCP1, and whether a revised TCP2 is required for the proposed development.

15. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area, except for any approved impacts and shall be reviewed by the Environmental Planning Section, prior to approval of the final plat. The following note shall be placed on the plat:

The subject property does not contain primary management area (PMA).

18. Total development within the subject property shall be limited to uses which generate no more than 909 AM peak-hour trips and 1,231 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

The subject DSP does not propose commercial development exceeding that approved under the PPS, therefore, this condition should be met. However, conformance to this condition should be evaluated and confirmed by the Transportation Planning Section. The property has an automatic Certificate of Adequacy ADQ-2025-0031 associated with 4-19050,

pursuant to Section 24-4503(a)(1) of the Subdivision Regulations. Pursuant to Section 24-4503 of the current Subdivision Regulations, this automatic ADQ became effective on April 1, 2022, for a period of twelve years, subject to the expiration provisions of Section 24-4503(c). An amendment was filed by the applicant to remove the 150-room hotel and revise the proposed commercial use for the subdivision to upto 72,000 square feet. This amended Certificate of Adequacy ADQ-2025-0032, was approved by the Planning Director on April 23, 2026. At this time, there are no issues identified regarding conformance to ADQ-2025-0032.

20. In conformance with the 2009 *Approved Countywide Master Plan of Transportation*, and the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following improvements, and provide an exhibit that depicts the following improvements, prior to acceptance of any detailed site plan:

a. Bikeway signage and shared lane markings (e.g., "sharrow"), within the right of way, along the subject site's frontage of Mill Branch Road, unless modified with written correspondence by the Prince George's County Department of Permitting, Inspections and Enforcement, and/or the Maryland State Highway Administration, as appropriate.

b. Minimum 5-foot-wide sidewalks along both sides of all internal roadways, public or private, excluding alleyways.

c. Minimum 5-foot-wide sidewalks along the full lengths of proposed Roads A, D, and F.

d. A wide crosswalk with a pedestrian island crossing US 301 at Mill Branch Road, unless modified by the Maryland State Highway Administration, with written correspondence.

e. Continental style crosswalk crossing all access points along Private Road A and Chesley Avenue.

f. Long- and short-term bicycle parking, consistent with the 2012 AASHTO Guide for the Development of Bicycle Facilities, to accommodate residents and visitors at the proposed multifamily building, hotel, and commercial spaces.

g. Parallel or perpendicular ADA curb ramps at all intersections within the subject site.

The Transportation Planning Section should evaluate the DSP amendment to determine whether the above-listed facilities are shown in conformance with this condition. Not all of the above facilities (in particular those required along Mill Branch Road) affect the subject site.

24. Prior to issuance of a use and occupancy permit for the development, the applicant and the applicant's heirs, successors, and/or assignees shall:

a. Contact the Prince George's County Fire/EMS Department to request a pre-incident emergency plan for the facility.

b. Install and maintain automated external defibrillators (AEDs), in accordance with the Code of Maryland Regulations (COMAR) requirements (COMAR 30.06.01-05), so that any employee is no more than 500 feet from an AED.

c. Install and maintain bleeding control kits next to fire extinguisher installation and no more than 75 feet from any employee.

These requirements shall be noted on the detailed site plan for the development.

The requirements of this condition are noted in General Note 36 on the coversheet. This condition is therefore met for the purposes of this DSP. Conformance to the noted requirements will be evaluated at the time of permitting.

Additional Comments:

1. An outlot is not useable as a legal building site pursuant to Section 24-101(b)(19) of the prior Subdivision Regulations, therefore, the property must be re-platted as a parcel prior to approval of any building permits. The remainder of Outlot 6A should be labeled as a new outlot, and platted along with Parcel 6.

2. Under the original DSP-20003, only infrastructure was approved and no final design for development of the commercial area was approved. The final configuration of the commercial parcels was unknown at that time, since specific tenants and buildings were not part of that approval. Thus, the commercial area was platted as outlots to facilitate grading while indicating that future DSP approval for the commercial development and final parcel configuration would still be needed. The property, shown as proposed Parcel 6 on the DSP, is currently comprised of part of Outlot 6A, recorded in Plat Book ME 270 Plat no. 9 of the Prince George's County Land Records.

Recommended conditions of approval:

1. Prior to certification, revise the detailed site plan as follows:

    a. Label the remainder of Outlot 6A as a new outlot, to be platted along with proposed Parcel 6.

The referral is provided for the purpose of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. The DSP is in conformance with the approved preliminary plan of subdivision. All bearings and distances must be clearly shown on the DSP and must be consistent with the record plat or permits will be placed on hold. There are no other subdivision issues at this time.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
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Countywide Planning Division
Environmental Planning Section 301-952-3650

May 21, 2026

MEMORANDUM

TO: Dexter Cofield, Planner II, Urban Design Section, DRD

VIA: Suzanne Nickle, Acting Supervisor, Environmental Planning Section, CWPD *SN*

FROM: Marc Juba, Planner III, Environmental Planning Section, CWPD *MJ*

SUBJECT: **Mill Branch Crossing DSP-2025-0036 and DPT-2026-0003**

The Environmental Planning Section has reviewed Detailed Site Plan (DSP-2025-0036), and Departure (DPT-2026-0003) accepted on April 6, 2026. Comments were provided in a Subdivision and Development Review Committee (SDRC) meeting on April 24, 2026. The current application is for a detailed site plan (DSP) for eating and drinking establishment with drive-thru, and a Departure (DPT) for parking space sizes.

The site has an approved Natural Resource Inventory Equivalency Letter (NRI-EL-2026-0033) that expires on May 19, 2031. This site has an existing approved Type 2 Tree Conservation Plan (TCP2-044-2021-01). An approved stormwater management concept plan and letter (#01-0624-205NE14) from the City of Bowie was submitted with this application and expires on June 26, 2027. This plan shows that the proposed modifications to the site are within the previously approved limits of disturbance of the previous DSP (DSP-20003) and subsequent revisions. The proposed changes will not result in any additional clearing or impacts to regulated environmental features. The amendments shown on the DSP and DPT are within the limits of disturbance shown on the approved TCP2 and no revisions to the approved TCP2 are required. Therefore, prior approval of TCP2-044-2021-01 still stands, while there are minor DSP changes.

Woodland Conservation

This site is subject to the grandfathering provisions of the Prince George's County Woodland Conservation Ordinance because the property had a TCP that was accepted for review before June 30, 2024, and shall conform to the environmental regulations of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (2010 WCO). A prior TCP2 approval was implemented with a grading permit that was approved prior to July 1, 2024, and was partially developed. This application does not propose any changes to the implemented TCP2.

The overall woodland conservation threshold for this 70.11-acre property is 15 percent of the net tract area (60.16 acres), or 9.02 acres. The total woodland conservation requirement based on the amount of clearing proposed is 14.77 acres.

This requirement was satisfied through a combination of 3.61 acres of on-site woodland preservation, 5.14 acres of on-site reforestation/afforestation, and 6.03 acres of off-site woodland conservation for a total of 14.78 acres.

The Environmental Planning Section recommends approval of DSP-2025-0036 and DPT-2026-0003.

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division

Aisha N. Braveboy
County Executive

DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT
Dawit Abraham, P.E.
Director

MEMORANDUM

DATE: April 27, 2026

TO: Dexter Cofield, Subdivision Review Section
Development Review Division, M-NCPPC

FROM: Mariwan Abdullah, P.E., Chief Engineer
Site/Road Plan Review Division, DPIE

Re: Arby's Easting & Drinking Establishment
Detailed Site Plan & Departure from Design Standards
(DSP-2025-0036 & DPT-2026-0003)

CR: Robert S. Crain Highway (US-301)
CR: Saint Lola Lane

This memorandum is in response to the Detailed Site Plan and Departure from Design Standards (DSP-2025-0036 & DPT-2026-0003) referral for the development of a commercial establishment for eating and drinking on outlot 6A. The Department of Permitting, Inspections and Enforcement (DPIE) offers the following: The property address is 3480 Saint Lola Lane, Bowie, MD 20716.

Background Information

- **Robert S. Crain Highway (US 301)** is a state-maintained roadway to the north of the subject development with a variable right-of-way width. The applicant shall provide right-of-way dedications and construct roadway/frontage improvements for both roadways as required in accordance with the Maryland State Highway Administration (MSHA), as determined necessary. This work shall be permitted prior to or concurrent with the issuance of a fine grading permit.
- **Saint Lola Lane** is a private-maintained roadway to the south of the subject development, and as such, its maintenance shall not be the responsibility of Prince George's County.

Water and Sewer Plan

- The 2018 Water and Sewer Plan designates Outlot 6 in Water and Sewer Category 3, inside the Sewer Envelope, in the Growth Tier, and within Tier 1 under the Sustainable Growth Act – approved for sewer service. The lot is undeveloped in the aerial view.

- Water and sewer lines in Saint Lola Lane abut the property.

Geotechnical Comment

- A soil investigation report, which includes subsurface exploration and geotechnical engineering evaluation for all proposed roadways and Marlboro clay, is required.

Roadway Frontage Improvements

- All improvements within the public right-of-way and onsite shall be in accordance with the Standards and the Americans with Disabilities Act (ADA).
- The applicant shall coordinate right-of-way dedications and construct roadway/frontage improvements with the Maryland State Highway Administration (MSHA) as determined necessary.
- Private roads to be at least 22' wide, bonded, and permitted in accordance with applicable County codes, standards, and specifications.
- Maintenance of private streets is not the responsibility of Prince George's County.

Storm Drain and Stormwater Management and Floodplain

- Detailed Site Plan (DSP-2025-0036 & DPT-2026-0003) is not consistent with the approved Site Development Concept Plan filed under City of Bowie Case No. 01-0624-205NE14 and approved on June 26, 2024. Coordination with the COB is recommended.
- The proposed development will require a site development permit approved by the Department of Permitting, Inspections and Enforcement (DPIE).
- All easements and maintenance agreements are to be approved by DPIE and recorded prior to technical approval.
- FPS 200623 governs; a revised floodplain delineation approval with 1 foot freeboard and a floodplain easement is required.
- Approval of 100-year floodplain delineation is required for any site area with cumulative drainage areas of 50 acres or more. Furthermore, previously approved floodplain delineations are subject to updating. Applicants shall coordinate with the DPIE Floodplain Engineer to pursue new and updated floodplain delineation approval. This is required as a first step in the development process. This delineation must be approved before site development concept, grading permits, and final subdivision plats.
- This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:

  a) Final site layout, exact impervious area locations are not shown on plans.
  b) The exact acreage of impervious areas has not been provided.
  c) Proposed grading is not shown on plans.
  d) Stormwater volume computations have been provided with the concept submittal. These computations shall be further updated with the site development fine-grading permit submission.

e) Erosion/sediment control plans that contain the construction sequence, any phasing necessary to limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion, and sediment control practices are not included in the submittal.
f) A narrative in accordance with the code has not been provided.
g) Applicant shall provide items (a-g) at the time of filing final site permits.

If you have any questions or require additional information, please contact Mr. Aschalew Haile, District Engineer for the area, at 301.925.8510.

AH: AK:AG:

cc: Rene' Lord-Attivor, Chief, Chief Engineer, S/RPRD, DPIE
Haile Aschalew, P.E., District Engineer, S/RPRD, DPIE
Salman Babar, CFM, Engineer, S/RPRD, DPIE
Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE
Adama Kamagate, Engineer, S/RPRD, DPIE

Aisha N. Braveboy
County Executive

PRINCE GEORGE'S COUNTY
HEALTH
DEPARTMENT

Date: April 8, 2026

To: Dexter Cofield, Urban Design, M-NCPPC

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

Re: DSP-2025-0036 & DPT-2026-0003 MILL BRANCH CROSSING

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the special exception request submission for Mill Branch Crossing Arby's eating and drinking establishment located in Bowie, MD and has the following comments / recommendations:

1. Health Department permit records indicate there are approx. 10 existing carry-out/convenience store food facilities and two markets/grocery stores within a ½ mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes. The applicant should consider setting aside retail space for a tenant that would provide access to healthy food choices in the area.

2. ***The proposed Arby's 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.

3. The applicant must submit plans for the construction of a new food facility online to the Plan Review department at the Department of Permitting, Inspection Enforcement (DPIE) for the proposed Dunkin Donuts facility at https://momentumhome.princegeorgescountymd.gov/.

4. Apply for a Prince George's County Health Department's Food Service Facility permit online at https://momentumhome.princegeorgescountymd.gov/.

5. 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.

6. 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.

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

City of Bowie
15901 Fred Robinson Way
Bowie, Maryland 20716

June 8, 2026

Dr. Billy Okoye, GRI, Vice Chairman
Prince George's County Planning Board
1616 McCormick Drive
Largo, Maryland 20774

RE: Detailed Site Plan DSP-2025-0036, Arby's – Mill Branch Crossing

Dear Vice Chairman Okoye:

On June 1, 2026, the City Council reviewed DSP-2025-0036 for an Arby's eating and drinking establishment with a drive-through on 0.93 acres. The site address is 3480 Saint Lola Lane, Bowie, Maryland 20716, located in the northeast quadrant of the intersection of US 301 and Mill Branch Road. The property has frontage on US 301 and Saint Lola Lane. It is also described as part of Outlot 6A as shown on a Final Plat of Subdivision entitled "Plat Thirteen, Outlot 6A Parcels 7,8,9 and 10" and recorded among the Land Records of Prince George's County in Plat Book ME 270, Plat No. 9.

The City Council voted to recommend **APPROVAL** of DSP-2025-0036, finding that the proposed Detailed Site Plan revision represents a reasonable alternative for satisfying the Zoning Ordinance's site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. The City Council recommends the following conditions, which is intended to improve the site design and address conformance with the County Zoning Ordinance and City Development Review Guidelines:

1. Staff recommend providing a pedestrian connection between abutting retail to the east.
2. Staff recommend that outdoor seating be incorporated into the site design.

Thank you for your consideration of the City's position regarding DSP-2025-0036 for the proposed Arby's development.

Sincerely,

Bowie City Council
Michael P. Estève
Mayor

cc: Mr. Edward Gibbs

MAYOR Michael P. Estève
COUNCIL Dennis Brady • Roxy Ndebumadu • Wanda Rogers • Clinton Truesdale, Sr. • Dufour Woolfley **ACTING CITY MANAGER** Daniel J. Mears
City Hall (301) 262-6200 FAX (301) 809-2302 TDD (301) 262-5013 WEB www.cityofbowie.org

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

PGCPB No. 2021-42 File No. 4-19050

R E S O L U T I O N

WHEREAS, Green Branch, LLC and GBR Mill Branch, LLC are the owners of a 70.1-acre parcel of land known as Parcel A and Parcel 32, said property being in the 7th Election District of Prince George's County, Maryland, and being zoned Commercial Shopping Center (C-S-C); and

WHEREAS, on October 22, 2020, Green Branch, LLC and GBR Mill Branch, LLC filed an application for approval of a Preliminary Plan of Subdivision for 190 lots and 39 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-19050 for Mill Branch Crossing was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on March 18, 2021, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended approval of the application with conditions; and

WHEREAS, on March 18, 2021, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-20-2020, and APPROVED a Variance to Section 25-122(b)(1)(G), and further APPROVED Preliminary Plan of Subdivision 4-19050, including an approval of a Variation from Section 24-122(a), and no action on a Variation from Section 24-121(a)(3), for 190 lots and 39 parcels with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision (PPS), the plan shall be revised to:

   a. Show the public utility easements along Ridgely Boulevard and Lola Lane joining properly at the street corner, so that a 10-foot distance is maintained from the curve of the private street line.

   b. Add additional public utility easements along at least one side of the street in the following locations:

      (1) Along Chesley Avenue
      (2) Along Private Road A
      (3) Along Private Road D, north of where it intersects Private Road E
      (4) Along Private Road H, in between Ridgely Boulevard and Private Road I

c. Remove the parcel boundary lines associated with the formerly proposed Parcels 13 and 15, and show in their place the boundary lines associated with the new townhouse homeowners association parcels.

d. Ensure that the proposed numbered parcels are numbered in sequence, so that the Parcel 13 and Parcel 15 designations are assigned to parcels within the development and no number is skipped.

e. In the townhouse parcels table, specify that the proposed use of Parcel J is Private Road F, not Private Road J.

f. Reformat the last Site Data note into a table like the Townhouse Parcels table.

g. Close the boundary of Parcel 17 where it abuts the northern roundabout.

h. Show the boundary between Parcels 11 (Lola Lane) and 16 (Chesley Avenue).

i. Remove the landscape buffers shown on the plan.

j. Remove the table discussing parking requirements.

k. In General Note 14, remove reference to a townhouse "parcel"; townhouse "development" may be substituted.

l. In General Note 24, remove the note proposing mandatory parkland dedication be determined by private recreational facilities during the DSP process, and instead note that private recreational facilities are approved to meet the mandatory parkland dedication requirements.

m. On Sheets 5, 8, and 10, ensure that parts of the drawing area are not cut off by the edge of the drawing window, so that the site boundary and sheet match lines are shown properly.

2. Prior to signature approval of the preliminary plan of subdivision, the applicant shall demonstrate that approval has been obtained for the portion of the subject property within Water and Sewer Category 5 to be recategorized to Water and Sewer Category 4 or lower, or else that portion of the property shall be removed from the plan.

3. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in this resolution of approval, shall require the approval of a new preliminary plan of subdivision, prior to approval of any building permits.

4. Development of this site shall be in conformance with the stormwater management concept plan for this project (01-0614-205NE14, once reapproved by the City of Bowie), and any subsequent revisions.

5. Prior to approval of a final plat, in accordance with the approved preliminary plan of subdivision, the final plat shall include the dedication of public utility easements (PUEs) along all public and private rights-of-way, unless a variation from the PUE requirement is obtained.

6. At the time of final plat, the plat shall reflect denial of access to Chesley Avenue for the townhouse lots on the north side of Private Road B.

7. At the time of detailed site plan, private on-site recreational facilities shall be provided to meet mandatory parkland dedication requirements, with one or more of the following to be provided; at the election of the applicant:

    a. A guarantee that the recreational facilities for the townhomes and the multifamily residences will be available to all residents of both communities, with the guarantee to be provided in writing and confirmed with appropriate covenants, prior to approval of a final plat.

    b. Additional recreational facilities for the townhomes to serve the residents of the northern cluster in the community, with the amenities to be reviewed by the Urban Design Section of the Development Review Division.

    c. A prominent, accessible connection between the townhomes and the stormwater management facility, and redesign of the amenity locations and site grading in this area, as necessary, to create usable facilities for the townhouse residents. The parcel boundaries shown on the preliminary plan of subdivision may be adjusted in this area to accommodate the redesign.

8. The applicant, and the applicant's heirs, successors, and/or assignees, shall provide adequate, private recreational facilities on-site, in accordance with the standards outlined in the *Prince George's County Park and Recreation Facilities Guidelines.* The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division for adequacy, in accordance with the approved preliminary plan of subdivision, and be approved by the Prince George's County Planning Board with the detailed site plan (DSP). Triggers for construction shall also be established at the time of DSP.

9. Prior to submission of the final plat of subdivision, three original, executed private recreational facilities agreements (RFA) shall be submitted to the Development Review Division (DRD) of the Prince George's County Planning Department, for review and approval. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records, Upper Marlboro, Maryland, and the Liber/folio shall be reflected on the final plat, prior to recordation.

10. The applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of recreational facilities, prior to issuance of residential building permits. Should the multifamily development and the townhouse development be phased and developed separately, the respective recreation facilities shall be bonded separately prior to issuance of building permits for that phase.

11. Prior to approval of a final plat, the applicant, and the applicant's heirs, successors, and/or assignees shall provide a revised access easement agreement for relocation of the existing access easement (recorded in Liber 28018 Folio 685) to the Maryland-National Capital Park and Planning Commission (M-NCPPC), Department of Parks and Recreation, for approval. The easement agreement shall clarify construction and maintenance responsibility for the road, as well as indeminfication of the applicant and the applicant's heirs, successors, and/or assignees by M-NCPPC. The easement agreement shall be recorded in the Prince George's County Land Records, and its Liber/folio shown on the final plat, prior to recordation. The final plat shall reflect the location and extent of the easement, in accordance with the approved preliminary plan of subdivision, detailed site plan, and easement agreement.

12. Prior to signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan (TCP1) shall be revised, as follows:

    a. Revise the worksheet to reflect that the project is subject to the 2010 Prince George's County Woodland and Wildlife Conservation Ordinance and that it is located within a priority funding area.

    b. Show any future or existing road dedications on the TCP1 and account for the woodland conservation, in accordance with Section 25-122(b)(1)(N)(v) of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.

    c. Add dimensions to the proposed parcel and lot lines. Add area labels to the proposed lots.

    d. Add north arrows to the 30 scale sheets of the TCP1 plan set.

    e. Show the off-site clearing areas in a hatch pattern. Label these areas as off-site clearing and indicate the acreage.

    f. Show stormwater management pond and outfall easements on the plan. Remove afforestation from the easement areas.

    g. To the Site Data note, add the existing parcels numbers and areas.

    h. Update the Specimen Tree Chart on Sheet 1 to reflect that Specimen Trees 37 and 38 are proposed to be removed.

i. Add the following note below the specimen tree table: “This plan is in accordance with the following variance from the strict requirements of Subtitle 25 approved by the Planning Board on (ADD DATE) for the removal of (list specimen trees approved for removal).”

j. Have the Type 1 tree conservation worksheet signed by the qualified professional who prepared it.

k. Have the plans signed and dated by the qualified professional who prepared them.

13. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-020-2020). The following note shall be placed on the final plat of subdivision:

> “This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-016-2020 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”

14. Prior to issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision:

> “This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved.”

15. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area, except for any approved impacts and shall be reviewed by the Environmental Planning Section, prior to approval of the final plat. The following note shall be placed on the plat:

> "Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed."

16. Prior to issuance of any permits, which impact wetlands, wetland buffers, streams or waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

17. Prior to signature approval of the preliminary plan of subdivision, an approved stormwater management (SWM) concept plan shall be submitted. The limits of disturbance shall be consistent between the approved SWM concept plan and the Type 1 tree conservation plan.

18. Total development within the subject property shall be limited to uses which generate no more than 909 AM peak-hour trips and 1,231 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

19. Prior to the approval of any building permit within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed upon timetable for construction with the appropriate operating agency:

    a. **US 301 at Governors Bridge Road-Harbor Way**
    Modify the approach lanes on eastbound Harbor Way, to create an eastbound double left-turn lane, and a combined left-, through, and right-turn lane.

    b. **US 301 at MD 197**
    Provide an additional left-turn lane on the eastbound approach to create an eastbound double left-turn lane, a combined left-turn and through lane, and a free right-turn lane.

    c. **US 301 at Heritage Boulevard-Ball Park Road**
    Convert the southbound right-turn lane to create a southbound double left-turn lane, two through lanes, and a shared through and right-turn lane.

    d. **US 301 at Mill Branch Road-Excalibur Road**
    Provide a third northbound through lane along US 301, beginning at a point south of Mill Branch Road, and ending at a point north of Mill Branch Road, as determined by SHA.

20. In conformance with the 2009 *Approved Countywide Master Plan of Transportation*, and the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following improvements, and provide an exhibit that depicts the following improvements, prior to acceptance of any detailed site plan:

    a. Bikeway signage and shared lane markings (e.g., "sharrow"), within the right-of-way, along the subject site's frontage of Mill Branch Road, unless modified with written correspondence by the Prince George's County Department of Permitting, Inspections and Enforcement, and/or the Maryland State Highway Administration, as appropriate.

    b. Minimum 5-foot-wide sidewalks along both sides of all internal roadways, public or private, excluding alleyways.

c. Minimum 5-foot-wide sidewalks along the full lengths of proposed Roads A, D, and F.

d. A wide crosswalk with a pedestrian island crossing US 301 at Mill Branch Road, unless modified by the Maryland State Highway Administration, with written correspondence.

e. Continental style crosswalk crossing all access points along Private Road A and Chesley Avenue.

f. Long- and short-term bicycle parking, consistent with the 2012 AASHTO *Guide for the Development of Bicycle Facilities,* to accommodate residents and visitors at the proposed multifamily building, hotel, and commercial spaces.

g. Parallel or perpendicular ADA curb ramps at all intersections within the subject site.

21. Prior to approval of the 50th residential townhouse building permit or the permit for the 2nd multifamily building, whichever occurs first, for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall provide (a) full financial assurances, (b) permits for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate operating agency for the following improvement:

    a. A continental style crosswalk crossing the north leg of US 301 at its intersection with Mill Branch Road, unless modified by the Maryland State Highway Administration, with written correspondence.

22. Prior to approval of a final plat, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that appropriate common entities/association(s) for the commercial and residential properties, including a homeowners association for the townhomes, have been established for the common areas of the subdivision. The draft covenants shall be submitted to the Subdivision Section of the Development Review Division to ensure that the rights of the Maryland-National Capital Park and Planning Commission are included. The Liber/folio of the declaration of covenants shall be noted on the final plat, prior to recordation.

23. Prior to approval of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall convey to the appropriate common entities/association(s), including the homeowners association for the townhomes, land as identified on the approved preliminary plan of subdivision, or as modified by the approved detailed site plan. Land to be conveyed shall be subject to the following:

    a. A copy of the recorded deed for the property to be conveyed shall be submitted to the Subdivision Section of the Development Review Division.

b. All waste matter of any kind shall be removed from the property, and all disturbed areas shall have a full stand of grass or other vegetation, upon completion of any phase, section, or the entire project.

c. The conveyed land shall not suffer the disposition of construction materials or soil filling, other than the placement of fill material associated with permitted grading operations that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.

d. Any disturbance of land to be conveyed to the association shall be in accordance with an approved site plan and tree conservation plan. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement, and stormdrain outfalls.

e. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to the association. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by the Development Review Division.

f. The Prince George's County Planning Board, or its designee, shall be satisfied that there are adequate provisions to ensure retention and future maintenance of the property to be conveyed.

24. Prior to issuance of a use and occupancy permit for the development, the applicant and the applicant's heirs, successors, and/or assignees shall:

a. Contact the Prince George's County Fire/EMS Department to request a pre-incident emergency plan for the facility.

b. Install and maintain automated external defibrillators (AEDs), in accordance with the Code of Maryland Regulations (COMAR) requirements (COMAR 30.06.01-05), so that any employee is no more than 500 feet from an AED.

c. Install and maintain bleeding control kits next to fire extinguisher installation and no more than 75 feet from any employee.

These requirements shall be noted on the detailed site plan for the development.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.

2. **Background—**The site is located at 3301 Mill Branch Road, at the northeast corner of the intersection of Mill Branch Road and US 301 (Robert Crain Highway). The site consists of two parcels known as Parcel A (recorded in Plat Book SJH 248 page 58) and Parcel 32 (recorded in Liber 43366 Folio 480). The 70.1-acre property is located in the Commercial Shopping Center (C-S-C) Zone and is subject to the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B* (Bowie and Vicinity Master Plan and SMA).

The site is currently used for agriculture. This preliminary plan of subdivision (PPS) is for subdivision of the property into 190 lots and 39 parcels for development of 77,635 square feet of commercial floor area, a 150-room hotel, 190 townhouse units, and 408 multifamily units. As shown on the plan, the lettered parcels (Parcels A–T) are private roads and open spaces, which are to be dedicated to the homeowners association (HOA) of the townhouse development, while the numbered parcels (Parcels 1–12, 14, and 16–21) are generally associated with the commercial, hotel, and multifamily residential portions of the site. The numbered parcels also include additional private roads serving the overall development (to be placed in common ownership), including Ridgely Boulevard (Parcel 1), which is proposed to serve not only the subject site, but the abutting Green Branch Athletic Complex once it is built.

Parcel 32 is not the subject of any previous record plat or PPS. Parcel A is the result of a previous PPS; however, while that PPS approved more commercial floor area than is now proposed, it did not propose any residential uses or the lotting pattern which is now proposed. Therefore, a new PPS is required, in order to permit the division of land and the construction of multiple dwelling units.

The project benefits from Prince George's County Council Bill CB-45-2019, which was approved by the Prince George's County Council on November 19, 2019. This council bill amended Section 27-461(b) of the Prince George's County Zoning Ordinance, to permit several commercial and residential uses in the C-S-C Zone, including townhouses at a maximum density of 20 units per acre, and multifamily units at a maximum density of 48 units per acre, subject to certain criteria, which are met by the subject site. The site's conformance to these criteria is discussed further in the Urban Design Section of this resolution.

The applicant filed two variation requests. The first is from Section 24-122(a) of the Prince George's County Subdivision Regulations, in order to eliminate the required public utility easements (PUEs) along Mill Branch Road and a portion of US 301. This request is discussed further in the PUE finding of this resolution. The second is from Section 24-121(a)(3) of the Subdivision Regulations, to allow access from US 301, an arterial road (master plan freeway). This request is discussed further in the Site Access and Layout finding of this resolution.

The applicant also filed a variance request to Section 25-122(b)(1)(G) of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO), to allow removal of 15 specimen trees. This request is discussed further in the Environmental finding of this resolution.

3. **Setting—**The subject site is located on Tax Map 55 in Grids E-2, E-3, E-4, and F-4; and is within Planning Area 71B. The site is bound on the west by US 301, with commercial uses in the C-S-C Zone and townhouses in the Residential Urban Development Zone beyond. The site is bound on the southwest by Mill Branch Road, with vacant land in the Residential Agricultural (R-A) Zone beyond. Abutting to the southeast is agricultural land in the R-A Zone. Abutting to the east is vacant land in the Open Space Zone, owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC), planned to be the future site of the Green Branch Athletic Complex. To the north is vacant land in the R-A and Rural Residential Zones, as well as commercial uses in the Commercial Miscellaneous Zone.

4. **Development Data Summary**—The following information relates to the subject PPS and the proposed development.

	EXISTING	APPROVED
Zones	C-S-C	C-S-C
Use(s)	Agriculture	Residential multifamily Residential townhouse Commercial (retail/office) Hotel
Acreage	70.1	70.1
Parcels	2	39
Lots	0	190
Dwelling Units	0	598
Variance	No	Yes (Section 25-122(b)(1)(G))
Variation	Yes (Section 24-121(a)(3)) (Section 24-130)	Yes (Section 24-122(a))

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee (SDRC) meeting on November 13, 2020. A requested variation from Section 24-121(a)(3) was accepted on October 22, 2020, and also heard at the SDRC meeting on November 13, 2020. The variation from Section 24-122(a) was accepted on February 11, 2021 and heard at the SDRC meeting on February 19, 2021. Both variations were accepted at least 30 days prior to the Planning Board hearing, and heard at an SDRC meeting, as required by Section 24-113(b) of the Subdivision Regulations.

5. **Previous Approvals**—Parcel A is the subject of one previous PPS, 4-08052, which was approved by the Planning Board in May 2009 and reconsidered in March 2017. This PPS consolidated eight parcels into one parcel for the construction of 619,000 square feet of commercial floor area and a 150-room hotel. PPS 4-08052 is subject to 35 conditions, none of which need to be carried forward at this time. The subject PPS will supersede 4-08052, if approved.

Following approval of 4-08052, a Special Exception application, SE-4734, was approved by the Prince George's County District Council in June 2015, for a 24.90-acre portion of the subject site. The application was for a 186,933-square-foot department or variety store combined with a food and beverage store (a Walmart Super Center), which was to move from its existing location across US 301 from the property. Relocation of the Walmart is no longer proposed under the subject PPS. The special exception was approved subject to 19 conditions, none of which are applicable to this PPS.

A final plat associated with 4-08052 was recorded in Plat Book SJH 248 page 58 in November 2017 to create Parcel A. A new final plat covering both Parcel A and Parcel 32 will be required following approval of the subject PPS, to create the lots and parcels now proposed. The new final plat will supersede the existing plat.

Parcel 32 is not the subject of any previous approvals.

6. Community Planning—The 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and conformance with the Bowie and Vicinity Master Plan and SMA are evaluated, as follows:

General Plan
This project is in the Established Communities growth policy area. The vision for the Established Communities is that they are most appropriate for context-sensitive infill and low- to medium-density development (page 20).

Master Plan
The Bowie and Vicinity Master Plan recommends commercial land uses on the subject property.

The Bowie and Vicinity Master Plan and SMA reclassified the subject property into the C-S-C Zone. On November 19, 2019, the District Council approved CB-45-2019 for the purpose of permitting 'Gas Station, Food or beverage store' in combination with a gas station, 'Apartment housing for the elderly or physically handicapped', 'Dwelling, multifamily', and 'Townhouse' uses in the C-S-C Zone of Prince George's County, under certain circumstances.

The Bowie and Vicinity Master Plan states that the (formerly) existing 22-foot-wide easement on the subject property that provides access to the Green Branch Regional Park (more specifically, the Green Branch Athletic Complex) should be vacated and replaced by a new temporary easement, 50 feet in width, located on the property's easternmost property line on Mill Branch Road. This 50-foot-wide easement was previously created in 2007, recorded in Liber 28018 Folio 685, and is shown as an existing condition on the plan. The master plan also states that the temporary easement should be vacated after it is replaced by a permanent right-of-way to be constructed at the time this property is developed. The plan shows a new permanent alignment for the easement next to the existing temporary one, consistent with this recommendation.

Pursuant to Section 24-121(a)(5), this PPS is not required to conform to the land use recommendations of the Bowie and Vicinity Master Plan because of the District Council's approval of CB-45-2019, which permits the residential uses proposed.

7. **Stormwater Management**—An unapproved stormwater management (SWM) concept plan was submitted to the City of Bowie on September 8, 2020. The plan shows the use of numerous micro-bioretention and bioretention-swale facilities, areas of pervious pavement, rain gardens treating rooftop downspouts, as well as a SWM pond/basin to meet the current requirements of environmental site design to the maximum extent practicable. The plan is a revision to the prior concept plan approved by the City in 2017 (01-0614-205NE14). Prior to signature approval of the PPS, a new approved SWM concept plan for the current proposal shall be submitted. The approved SWM concept plan and the associated Type 1 tree conservation plan (TCP1) filed with this PPS shall show the same site layout.

In accordance with Section 24-130 of the Subdivision Regulations, development of the site shall conform with the SWM concept plan (once approved) and any subsequent revisions to ensure no on-site or downstream flooding occurs.

8. **Parks and Recreation**—This PPS has been reviewed for conformance with the requirements and recommendations of the Bowie and Vicinity Master Plan, the 2013 *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, the 2017 *Land Preservation, Parks and Recreation Plan for Prince George's County,* and the Subdivision Regulations (Subtitle 24); as they pertain to public parks and recreation and facilities. The property is 70.11 acres in size and the portion of the property proposed for residential use is 31.13 acres.

The site is located adjacent to the proposed Green Branch Athletic Complex, which is part of a series of park properties extending to the west bank of the Patuxent River and will include softball and soccer fields. Access to the proposed complex will be from a private road on the subject site with a variable-width public access easement over it. The road will be partially constructed with this development, and the remainder will be developed by the Prince George's County Department of Parks and Recreation at the time of park development. The variable-width access easement will replace an existing 50-foot-wide access easement, which was previously recorded to enable access to the park property.

The residential portion of this PPS is subject to the requirement of mandatory dedication of parkland, in accordance with Section 24-134 of the Subdivision Regulations. The applicant is primarily proposing private on-site recreational facilities to address the mandatory parkland dedication requirement, in accordance with Section 24-135 of the Subdivision Regulations. A point-by-point letter from the applicant's representative, dated February 8, 2021 (Gibbs to Diaz-Campbell, incorporated by reference herein), responding to issues discussed at the November 13, 2020 SDRC meeting, provides a list of private recreational facilities and the associated costs. For the multifamily units, the list includes a clubhouse, billiard/game tables, an outdoor swimming pool, exercise/yoga studio with exercise equipment, and a computer room. For the townhouse units, the list includes several play structures and accessories comprising a tot lot, a gazebo, and a 10-foot-wide trail. The PPS shows the trail along Ridgely Boulevard, and the

tot lot and gazebo on Parcel E, a 36,122-square-foot HOA parcel in the southern townhouse pod. The letter states that the developer for the multifamily component has not yet been determined, and that therefore, a final decision has not been made relative to whether every facility will be available to both multifamily and townhouse residents. At this time, no guarantee can be made that the multifamily residents will be able to use the facilities within the townhouse development, or conversely, that the townhouse residents will be able to use the facilities within the multifamily development.

The letter also provides a list of recreational amenities around the SWM facility on Parcel 20 in the northeast corner of the site, including an asphalt trail, picnic tables, grills, benches, and a gazebo. Previous correspondence dated December 28, 2020 (Gibbs to Diaz-Campbell, incorporated by reference herein) provides that, in accordance with Section 24-135(a)(5), the Planning Board may credit the acreage of an on-site SWM pond directly toward mandatory dedication of parkland, regardless of ownership, if the Planning Board finds that the area will provide active or passive recreation. While this is true, Section 24-135(a)(5) goes on to say that the area must provide active or passive recreation, due to specific access provisions, recreational facilities, or visual amenity. Although the provision of recreational amenities integrated into the design of the community is encouraged for the benefit of all, particularly where the space is shared between the residents, local businesses, and their patrons, as currently shown the SWM facility and the trail and picnic amenities proposed around it will not meet the requirements of Section 24-135(a)(5), and they will not provide a benefit to the residential development, due to the current parcel layout proposed.

The SWM parcel is located behind a proposed retail center, Parcel 19, and next to a proposed hotel property, Parcel 18. This area is out of proximity, both physically and visually, with the residential portion of the subdivision. No clear path of connection is provided between the SWM pond and the residential lots or parcels, and even if there was one, it does not appear the connection would lessen the pond's isolation, given the conceptual development presented in this PPS. Furthermore, the amenities to the pond shown on the PPS and the TCP1 are located mostly on the adjacent retail and hotel parcels. Two picnic areas north of the pond are in an area that may have steep slopes associated with berming of the SWM pond; the TCP1 and SWM concept plan differ in the grading proposed. The PPS, SWM concept plan, and TCP1 together do not demonstrate that usable and accessible facilities will be provided, associated with the SWM pond area. In order to count these facilities toward meeting the mandatory parkland dedication requirements, the relocation of amenities, revised grading, and/or revisions to the parcel configurations would be needed.

The stormwater parcel is also located adjacent to Green Branch Athletic Complex; however, there is no proposed correlation between the athletic complex and the stormwater parcel. If a prominent and accessible connection can be made between the residential uses and the stormwater facility, the stormwater facility may be considered for mandatory dedication under Section 24-135(a)(5), provided that it is demonstrated with the detailed site plan (DSP) that the layout and placement of the amenities are viable, and that the design achieves a greater integration between the pond and the community. A revised parcel layout, which accounts for connectivity to the residential development and reorganization of the commercial development,

may be needed. Appropriate agreements, for accessibility to ensure perpetual use by residents as well as for perpetual maintenance, would also need to be made and be memorialized via covenants, prior to approval of a final plat.

The correspondence dated December 28, 2020 also proposes that the acreage of the trail along Ridgely Boulevard and the existing 50-foot-wide access easement be credited directly toward mandatory dedication. However, Section 24-135(a)(5) only creates an ownership exception for SWM ponds, and not any other types of land areas for facilities such as trails or roads. Furthermore, the access easement for Ridgely Boulevard is to be vacated and replaced, per the recommendations of the Bowie and Vicinity Master Plan. The replacement easement is needed to address access requirements for the subject property and the park property, in accordance with Section 24-128 of the Subdivision Regulations, and these requirements are unrelated to mandatory dedication. Once vacated, the area of the existing access easement will be used for woodland reforestation, as shown on the TCP1. In consideration of the above, counting the land acreage of the trail and existing easement is an inappropriate way to meet mandatory dedication. The trail, however, may still be (and is) counted as a private recreational facility, and counted towards the required value of private facilities, in accordance with Section 24-135(b).

The details of recreational facilities will be evaluated during the review of the DSP; however, without a guarantee that all recreational facilities will be available to all residents, and without a viable, prominent connection to and usable amenities proposed at the SWM facility, the single tot-lot and gazebo provided for the 190 townhomes are insufficient. If a guarantee of mutual access between the townhomes and the multifamily development cannot be provided, or if a prominent connection to the pond with usable amenities cannot be provided to the residences, additional recreational facilities shall be provided to serve the residents of the townhomes. An additional area for amenities, such as a playground or open play space, more conveniently located for the residents of the northern cluster of townhomes, would sufficiently benefit the townhouse portion of the residential community. A revised parcel and lot layout, and/or the elimination of lots, may be needed to account for the additional recreation area. Any one of the three above described courses of action (guaranteeing access to all facilities to all residents, improving the stormwater pond facilities, or providing additional facilities for the townhomes) may be used to fulfill the mandatory dedication requirement for the townhomes, and may be chosen is at the election of the applicant.

Future residents will be best served by the provision of on-site recreational facilities. The on-site recreational facilities will meet the requirements of mandatory parkland dedication, as required by Section 24-135(b).

9. **Bicycle/Pedestrian**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), the Bowie and Vicinity Master Plan and SMA, and the Subdivision Regulations as they relate to pedestrian and bicycle transportation requirements.

Previous Conditions of Approval
The development is subject to the following prior approvals that include conditions related to bicycle and pedestrian transportation:

4-08052

12. Prior to the issuance of building permits, the applicant, his heirs, successors and/or assignees shall provide a financial contribution of $210.00 to the DPW&T for the placement of a bikeway sign(s) along Mill Branch Road, designated a Class III Bikeway. A note shall be placed on the final plat for payment to be received prior to the issuance of the first building permit. If DPW&T declines the signage, this condition shall be void.

13. The applicant and the applicant's heirs, successors and/or assignees shall provide, unless modified by the DPW&T and the SHA:

a. Multiuse side path for pedestrians and bicyclists on Mill Branch Road connecting to the intersection of US 301 and Excalibur Road

b. Provide a wide crosswalk with pedestrian islands on US 301 to create a safe road crossing and accommodate both pedestrians and bicyclists using the recommended side path

c. Raised crosswalks on roads approaching Mill Branch Road to create safe road crossings for pedestrians and bicyclists

d. Install "bikeway narrows" signage on the approach to Mill Branch Road and the site entrance.

The subject PPS supersedes the prior 4-08052. Determinations included herein are based on the evaluation of the submitted plans.

Review of Proposed On-Site Improvements
The submitted plans include a 10-foot-wide trail along the property frontage of Mill Branch Road and Ridgely Boulevard, connecting the site to US 301. Continental style crosswalks are proposed throughout the site. Sidewalk is also shown on both sides of the internal roadways throughout most of the site. Additional continental crosswalks shall be provided, crossing all access points along Private Road A and Chesley Avenue.

Review of Connectivity to Adjacent/Nearby Properties
The subject site is adjacent to additional residential and commercial areas with no current pedestrian or bicycle connections. The subject site will be improved to include these facilities, which will facilitate future connections. Additional details of the proposed pedestrian and bicycle facilities are to be included in the subsequent DSP.

A crosswalk with pedestrian islands shall be provided crossing US 301 at its intersection with Mill Branch Road, subject to the approval of the State Highway Administration (SHA), in order to create a connection to nearby properties, and accommodate both pedestrians and bicyclists using the proposed trail along the property frontage of Mill Branch Road. This crosswalk is consistent with the policies in the MPOT. At the Planning Board hearing held on March 18, 2021, the applicant stated they had concerns about the safety of this crossing, noting the grade difference between the eastbound and westbound lanes of US 301 and the engineering challenges which would have to be overcome in order to provide an Americans with Disabilities Act-accessible ramp within the median. It is noted that the crosswalk will be under the jurisdiction of SHA, and that it will therefore have to be built to SHA design and safety standards. SHA will make the ultimate determination on whether it is possible to build a safe crosswalk across US 301 at this intersection.

Review of Master Plan of Transportation Compliance
This development case is subject to the MPOT. One master plan facility impacts the subject site, a shared use roadway along Mill Branch Road.

The MPOT provides policy guidance regarding multimodal transportation, and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

> **Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.**
>
> **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.***

Bikeway signage and shared road pavement markings (sharrows) shall be provided along the property frontage of Mill Branch Road to fulfill the intent of the recommended master plan facility and the policies above. Minimum 5-foot-wide sidewalks shall also be provided along both sides of all internal roadways, public or private, excluding alleys. In addition, sidewalk shall be provided along the full lengths of proposed Roads A, D, and F to provide continuous pedestrian connections through the site. These sidewalk improvements fulfill the intent of the policies above. Lastly, designated space for bicycle parking is an important component of a bicycle friendly roadway. Long- and short-term bicycle parking, consistent with the 2012 American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities,* shall be provided to accommodate residents and visitors at the proposed multifamily building, at the hotel, and at commercial spaces. The amount and location of bicycle parking is to be determined at any DSP for the multifamily building, hotel, and commercial spaces.

These improvements fulfill the intent of the policies recommended above and comply with the MPOT, pursuant to Section 24-121(a)(5).

Review of Area Master Plan Compliance
The Bowie and Vicinity Master Plan includes the following recommendations for pedestrian and bicyclist facilities (page 52):

> **Policy 2: Incorporate appropriate pedestrian-oriented development (POD) features in all new development and improve pedestrian safety in existing development.**

The subject PPS has pedestrian-oriented features including an internal sidewalk network and designated pedestrian crossings throughout the site. The infrastructure provided fulfills the intent of improving pedestrian safety.

Based on the above findings, adequate pedestrian and bicycle transportation facilities will exist to serve the subdivision, as required under Subtitle 24, and conformance with the MPOT and the Bowie and Vicinity Master Plan will be met.

10. Transportation—Transportation-related findings for adequacy are made for this PPS, in accordance with the Subdivision Regulations, along with any needed determinations related to dedication, access, and general subdivision layout.

The subject property is located within Transportation Service Area 2, as defined in Plan 2035. As such, the subject property is evaluated, according to the following standards:

> **Links and Signalized Intersections:** Level of Service (LOS) D, with signalized intersections operating at a critical lane volume of 1,450 or better. Mitigation per Section 24-124(a)(6) of the Subdivision Regulations, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the "2012 Transportation Review Guidelines, Part 1" (Guidelines).
>
> **Roundabouts:** For roundabouts, a volume-to-capacity (v/c) ratio is computed using the *Highway Capacity Manual* (Transportation Research Board) procedure. A v/c ratio greater than 0.850 is generally considered unacceptable; however, the operating agency can deem, in writing, a v/c between 0.850 and 0.900 to be acceptable.

Analysis of Traffic Impacts
The applicant submitted a revised traffic impact study (TIS) dated January 2021. (The original TIS was submitted with the PPS in November 2020). The findings outlined below are based upon review and analysis of these materials and analyses conducted, consistent with the Guidelines.

The table below shows the intersections deemed to be critical, as well as the levels of service representing existing conditions:

EXISTING CONDITIONS		
Intersection	AM	PM
	(LOS/CLV)	(LOS/CLV)
US 301 @ Gov. Bridge Road-Harbor Way	A/874	C/1279
US 301 @ Heritage Boulevard-Ball Park Road	B/1037	D/1436
US 301 @ MD 197	A/778	B/1047
US 301 @ Mill Branch Road-Excalibur Road	B/1022	B/1076
MD 197 @ Mitchellville Road	A/427	A/829

The TIS identified five background developments whose impact would affect some or all of the study intersections. In addition, a growth of 1.9 percent over 6 years was also applied to the traffic volumes. A second analysis was done to evaluate the impact of the background developments. The analysis revealed the following results:

BACKGROUND CONDITIONS		
Intersection	AM	PM
	(LOS/CLV)	(LOS/CLV)
US 301 @ Gov. Bridge Road-Harbor Way	A/998	E/1458
US 301 @ Heritage Boulevard-Ball Park Road	C/1161	F/1653
US 301 @ MD 197	A/979	D/1401
US 301 @ Mill Branch Road-Excalibur Road	C/1202	E/1591
MD 197 @ Mitchellville Road	A/518	A/993

Using the trip rates from the Guidelines, the study has indicated that the subject PPS represents the following trip generation:

Table 1 - Trip Generation					
Land Uses	Quantity	AM		PM	
		In	Out	In	Out
Super Convenience Store (ITE-960) 4,701 sq. ft. with 16 fueling positions	4701 sq. ft. 16 FPS	205	205	174	174
Less 16% internal capture		*-33*	*-33*	*-28*	*-28*
External Trips		172	172	146	146
Less 76% by-pass trips		*-131*	*-131*	*-111*	*-111*
Net new trips (External)		**41**	**41**	**35**	**35**
Hotel (ITE -310)	150 rooms	42	29	46	44
Less 16% internal capture		*-7*	*-5*	*-7*	*-7*
Net new trips (External)		**35**	**24**	**39**	**37**
Office - Guidelines rates	13,152 sq. ft.	24	3	5	20
Less 16% internal capture		*-4*	*-0*	*-1*	*-3*
Net new trips (External)		**20**	**3**	**4**	**17**
Shopping Center (ITE-820)	59,781 sq. ft.	35	21	178	193
Less 16% internal capture		*-6*	*-3*	*-28*	*-31*
External Trips		29	18	150	162
Less 40% by-pass trips		*-12*	*-7*	*-60*	*-65*
Net new trips (External)		17	11	90	97
Multifamily Mid-Rise Apartment-Guidelines	408 units	41	171	159	86
Less 16% internal capture		*-7*	*-27*	*-25*	*-14*
Net new trips (External)		**34**	**144**	**134**	**72**
Townhomes - Guidelines	190 units	27	106	99	56
Less 16% internal capture		*-4*	*-17*	*-16*	*-8*
Net new trips (External)		**57**	**233**	**217**	**117**
TOTAL NEW TRIPS - (All Uses)		374	535	661	570
New Trip Cap		**909**		**1,231**	

The table above indicates that the proposed development will be adding 909 (374 in; 535 out) AM peak-hour trips and 1,231(661 in; 570 out) PM peak-hour trips. A third analysis depicting total traffic conditions was done, yielding the following results:

TOTAL CONDITIONS		
Intersection	AM	PM
	(LOS/CLV)	(LOS/CLV)
US 301 @ Gov. Bridge Road-Harbor Way *With improvements*	B/1048 *B/1029*	**E/1496** *D/1445*
US 301 @ Heritage Boulevard-Ball Park Road *With **mitigation** improvements*	C/1192 *B/1059*	**F/1735** *E/1496*
US 301 @ MD 197 *With improvements*	B/1044 *A/984*	**E/1508** *D/1411*
US 301 @ Mill Branch Road-Excalibur Road *With **mitigation** improvements*	D/1415 *B/1061*	**F/1996** *E/1584*
MD 197 @ Mitchellville Road	A/559	B/1047
Mill Branch Road @ Site Access – roundabout**	0.19 v/c ratio	0.41 v/c ratio
** A v/c ratio less than 0.85 is generally considered acceptable		

Results from the total traffic analysis revealed the following failing intersections:

- US 301 @ Gov. Bridge Road-Harbor Way
- US 301 @ Heritage Boulevard-Ball Park Road
- US 301 @ MD 197
- US 301 @ Mill Branch Road-Excalibur Road

To address these inadequacies, the applicant will provide the following improvements:

a. **US 301 @ Governors Bridge Road-Harbor Way**
Modify eastbound Harbor Way from a two-lane approach to a three-lane approach, that includes an eastbound double left-turn lane, and a combined left, through, and right-turn lane. These improvements will result in LOS of B/1029 and D/1445 during the AM and PM peak hours, respectively.

b. **US 301 @ MD 197**
Provide an additional left-turn lane on the eastbound approach.
This improvement will change the LOS to A/984 and D/1411 during the AM and PM peak hours, respectively.

To address the inadequacies at the two remaining intersections, the TIS proposed the following improvements under the provisions of "Guidelines for Mitigation Actions," pursuant to Section 24-124(a)(6):

c. **US 301@ Heritage Boulevard-Ball Park Road**
Convert the southbound right-turn lane into a shared through and right-turn lane.

d. **US 301 at Mill Branch Road-Excalibur Road**
Provide a third northbound through lane along US 301, beginning at a point south of Mill Branch Road and ending at a point north of Mill Branch Road, with the distances of the starting and ending points from Mill Branch Road to be determined by the State Highway Administration (SHA).

Table 2 – Transportation Facilities Mitigation Plan Analysis Results					
Intersection	Background Traffic	Total Traffic	CLV increase (+) decrease (-)	Required Mitigation %	Actual Mitigated %
PM Peak Hour Traffic					
US 301 @ Mill Branch Road-Excalibur Road	E/1591	F/1996	+405	100	102
with improvement		***E/1584***	***412***		***126***
US 301 @ Heritage Boulevard-Ball Park Road	F/1653	F/1735	+82	150	
with improvement		***E/1496***	***-239***		***291***

Table 2 above shows that all of the mathematical thresholds required under the rules, pursuant to the "Guidelines for Mitigation" have been met.

The traffic study was sent on referral to the Maryland State Highway Administration (SHA), the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), as well as the Prince George's County Department of Public Works and Transportation (DPW&T).

A February 16, 2021 memorandum from DPIE, incorporated by reference herein, states that both DPIE and DPW&T concurred with the findings of the TIS.

A March 2, 2021 letter from SHA, and a supplemental undated document referred to in the letter as "TFAD – Summary of Mitigation Findings – 02262021," were also received and are both also incorporated by reference herein. These two documents together state that both SHA's Travel Forecasting and Analysis Division and District 3 team generally concur with the proposed Transportation Facilities Mitigation Plan. The documents affirm SHA's approval of the applicant's proffered improvements for mitigation.

Master Plan Roads
The property is in an area where the development policies are governed by the Bowie and Vicinity Master Plan and the MPOT. The property currently fronts on two roads: Mill Branch road, a two-lane, county-maintained road to the south, and US 301, a state-maintained, multi-lane arterial, with master plan recommendation for upgrade to a freeway (F-10). SHA has undertaken a series of project planning studies along the US 301 corridor dating back to the early 1980s; these resulted in a recommendation of a "Selected Alternate" for further engineering evaluation. The footprint of this "Alternate," which includes an interchange at the

MD 197/US 301 intersection, is currently reflected in the Prince George's County Planning Department's PGAtlas database. This alignment would have an impact on the northern end of the subject property. To that end, staff prepared a November 17, 2020 reservation letter to SHA (Barnett-Woods to Woodroffe), requesting a delineated portion of the site to be placed in reservation. Pursuant to Section 24-139(b) of the Subdivision Regulations, staff is required to request comments from the operating agencies when reservation is being considered. In that November letter, staff requested a written response by December 18, 2020. SHA ultimately did not provide a response requesting a reservation. Consequently, no reservation will be required of this applicant. Given the lack of a reservation, the footprint of the Selected Alternate does not need to be reflected on the PPS, in accordance with Section 24-123(a)(1), because the specific alignment of the interchange is not shown in the MPOT or in the Bowie and Vicinity Master Plan.

Parcel A was the subject of a prior PPS application, and dedication along Mill Branch Road and US 301 has already been platted for that parcel. Parcel 32 is entirely within the footprint of the area referred to SHA for a possible reservation. Because no reservation will be required, no dedication can be required at this time on Parcel 32 either. Consequently, no additional right-of-way will be required of the applicant along either US 301 or Mill Branch Road.

Based on the preceding findings, adequate transportation facilities will exist to serve the proposed subdivision, as required in accordance with Section 24-124.

11. Site Access and Layout—Access to the site will be from a right-in/right-out access on US 301, which will lead to a roundabout internal to the site. Two access points will also be provided along a new private street known as Ridgely Boulevard. Ridgely Boulevard will connect to Mill Branch Road by way of a second roundabout. The boulevard will then be stubbed just beyond the second access point, prior to the boundary of the adjacent M-NCPPC property.

Within the site, private roads are to be used to serve the development. The primary private roads other than Ridgely Boulevard are Lola Lane, a north-south running road, which will serve the multifamily units and the majority of the retail parcels; and Chesley Avenue, an east-west running road, which will serve two additional retail parcels and the hotel parcel. A network of additional, yet-unnamed private roads, A through I, will serve the townhouse portion of the development.

Private roads are approved by the Planning Board to serve the commercial and multifamily uses, pursuant to Section 24-128(b)(15), which allows private rights-of-way to serve integrated shopping centers. The private rights-of-way are adequate to serve the development proposed and will not result in any adverse impact on the access and use of the lots and parcels in the development. Private roads are approved by the Planning Board to serve the townhouse units, pursuant to Section 24-128(b)(19).

The overall access and layout provided by the development are acceptable.
However, Section 24-121(a)(13) provides that generally, lots should have access to only one street. The lots in townhouse Block I (Lots 151–162) have dual frontage on Private Road B and Chesley Avenue, with vehicular access proposed on Private Road B, and the fronts of the units facing Chesley Avenue. This block shall have denial of vehicular access to Chesley Avenue,

reflected on the final plat, to ensure vehicular access is provided to one street only. It is noted that the townhomes will be evaluated further at the time of DSP to determine if the orientation of the units is appropriate.

Section 24-121(a)(3) requires that when parcels are proposed on land adjacent to an existing arterial or proposed freeway, they shall be designed to front on either an interior street or a service road. At the time of PPS 4-08052, a variation from this section was approved, to allow access to Parcel A from US 301. Because variation approvals are not carried forward to a later PPS, the applicant submitted a new variation request from this section for the subject PPS. However, a new variation is unnecessary given the new site design. Unlike the previous PPS, the current PPS features multiple parcels. All of the development parcels abutting US 301 take access from either Lola Lane or Chesley Avenue, which are internal streets. These two streets join at a single point of access from US 301, and a variation is not required to allow the internal streets to connect with the arterial right-of-way. If Lola Lane and Chesley Avenue are considered service roads, as opposed to internal streets, they can be considered a single service road which connects to Ridgely Boulevard; the point of intersection between the service road and Ridgely Boulevard is located over 200 feet from any intersection along US 301. Based on these findings, the Planning Board has taken no action on this variation request, as the PPS meets the requirements of Section 24-121(a)(3).

12. **Schools**—This PPS has been reviewed for impact on school facilities, in accordance with Section 24-122.02 and Prince George's County Council Resolution CR-23-2001. The subject property is located within Cluster 4, as identified in the *Pupil Yield Factors & Public-School Clusters 2020 Update*. Cluster 4 is located outside I-95/I-495 (Capital Beltway). An analysis of the project's impact on schools was conducted, and the results are as follows:

Impact on Affected Public School Clusters by Dwelling Units

	Affected School Cluster		
	Elementary School Cluster 4	**Middle School Cluster 4**	**High School Cluster 4**
Total Proposed Dwelling Units	598 DU	598 DU	598 DU
Multifamily (MF) Dwelling Units	408 DU	408 DU	408 DU
Pupil Yield Factor (PYF) – Multifamily	0.162	0.089	0.101
MF x PY=Future Subdivision Enrollment	66	36	41
Townhouse (TH) Dwelling Units	190 DU	190 DU	190 DU
Pupil Yield Factor (PYF) – Townhouse	0.114	0.073	0.091
TH x PY=Future Subdivision Enrollment	22	14	17
Total Future Subdivision Enrollment	88	50	58
Adjusted Student Enrollment 09/30/19	12,927	9,220	7,782
Total Future Student Enrollment	13,015	9,270	7,840
State Rated Capacity	15,769	9,763	8,829
Percent Capacity	83%	95%	89%

Section 10-192.01 of the Prince George's County Code establishes school surcharges and an annual adjustment for inflation, unrelated to the provisions of Subtitle 24 of the County Code (the Subdivision Regulations). The current amount is $9,741 per dwelling if a building is located between I-95/I-495 and the District of Columbia; $9,741 per dwelling if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or $16,698 per dwelling for all other buildings. This project is outside of I-95/I-495; thus, the surcharge fee is $16,698 per dwelling unit. This fee is to be paid to DPIE, at the time of issuance of each building permit.

13. **Public Facilities**—In accordance with Section 24-122.01, police facilities are found to be adequate to serve the nonresidential portion of the subject site, while police, fire, and rescue facilities are found to be adequate to serve the residential portion of the subject site, as outlined in a memorandum from the Special Projects Section, dated February 16, 2021 (Perry to Diaz-Campbell), incorporated by reference herein. Water and sewer, and fire and rescue facilities for the nonresidential portion of the site require additional discussion, as follows:

Water and Sewer

Section 24-122.01(b)(1) of the Subdivision Regulations states that "the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary or final plat approval." The 2018 *Water and Sewer Plan* placed Parcel A in the Water and Sewer Category 3, Community System. Category 3 comprises all developed land (platted or

built) on public water and sewer, and undeveloped land with a valid PPS approved for public water and sewer. The 2018 *Water and Sewer Plan* placed Parcel 32 in the Water and Sewer Category 5, Future Community System. As of the March 18, 2021 Planning Board hearing for this case, re-designation of this parcel to Category 4, Community System Adequate for Development Planning, was pending approval in the December 2020 Water and Sewer Category Change Cycle of Amendments. However, the District Council had not yet approved the category change.

Because the District Council had not yet approved the category change prior to the PPS hearing, approval of the PPS shall be conditional on the applicant receiving the category change, prior to the plan's certification. There are several circumstances of the site and development proposal which support allowance of the category change to occur prior to signature approval of the PPS, and which are not generally applicable to other properties. The only proposed structure within Parcel 32 is a set of gas pumps. The actual gas station building proposed is within Parcel A, where water and sewer service will be available. Because Parcel A is to be served by water and sewer, if for some reason service needs to be extended to Parcel 32, it is reasonable to believe the extension will be possible. All properties abutting Parcel 32 are also within Water and Sewer Category 3. Based on these circumstances, it is reasonably certain the applicant will receive the category change they have requested. A category change would not be added to the PPS conditions of approval without such reasonable certainty.

Fire and Rescue (nonresidential)
The subject property is served by Bowie Northridge Fire Station Co. 816, located at 14901 Health Center Drive in Bowie. Per Section 24-122.01(d)(1)(A), a 5-minute total response time is recognized as the national standard for Fire/EMS response times. The 5-minute total response time arises from the 2016 Edition of the National Fire Protection Association (NFPA) 1710 Standards for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments. This standard is being applied to the review of nonresidential subdivision applications.

According to NFPA 1710, Chapter 3 Definitions, the total response time and travel time are defined, as follows:

> **3.3.53.6 Total Response Time: The time interval from the receipt of the alarm at the primary PSAP (Public Safety Answering Point) to when the first emergency response unit is initiating action or intervening to control the incident.**
>
> **3.3.53.7 Travel Time: The time interval that begins when a unit is in route to the emergency incident and ends when the unit arrives at the scene.**

According to NFPA 1710, Chapter 4 Organization:

4.1.2.1 The fire department shall establish the following objectives:

(1) Alarm handling time to be completed in accordance with 4.1.2.3. (4.1.2.3.1 The fire department shall establish a performance objective of having an alarm answering time of not more than 15 seconds for at least 95 percent of the alarms received and not more than 40 seconds for at least 99 percent of the alarms received, as specified by NFPA 1221).

(2) 80 seconds turnout time for fire and special operations response and 60 seconds turnout time for EMS response.

(3) 240 seconds or less travel time for the arrival of the first arriving engine company at a fire suppression incident.

Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of December 3, 2020, the subject project fails the four-minute travel test from the closest Prince George's County Fire/EMS Station when applying the national standard, an associated total response time under five-minutes from the closest Fire/EMS Station, Bowie Northridge Fire Station Co. 816. Therefore, the applicant shall contact the Prince George's County Fire/EMS Department to request a pre-incident emergency plan for the facility; install and maintain automated external defibrillators (AEDs), in accordance with Code of Maryland Regulations (COMAR) requirements (COMAR 30.06.01-05), and install and maintain hemorrhage kits next to fire extinguishers. In accordance with Section 24-122.01(e)(1)(C), the Fire and EMS Department provided a statement that adequate equipment exists.

14. **Use Conversion**—The total development included in this PPS is 190 lots and 39 parcels for development of 77,635 square feet of commercial floor area, a 150-room hotel, 190 townhouse units, and 408 multifamily units. If a substantial revision to the mix of uses on the subject property is proposed that affects Subtitle 24 adequacy findings, as set forth in the resolution of approval and reflected on the PPS, that revision of the mix of uses shall require approval of a new PPS, prior to approval of any building permits.

15. **Public Utility Easement (PUE)**—In accordance with Section 24-122(a), when utility easements are required by a public company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

"Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748."

The standard requirement for PUEs is 10 feet wide along both sides of all public rights-of-way. In addition, Section 24-128(b)(12) requires a 10-foot-wide PUE along one side of all private streets.

The following findings are made regarding the PUEs shown on the PPS:

a. PUEs are shown along Ridgely Boulevard and Lola Lane, but they need to join properly where the two streets meet.

b. On proposed Parcel 17, PUEs are shown along the entrance road and along US 301. These PUEs are acceptable as shown.

c. Within the townhouse development, the PUEs provided overlap the sidewalks. These PUEs may need to be moved so they do not overlap the sidewalks, in order to ensure the utility companies can perform work in the easements. Moving the PUEs will not be needed if the utility companies concur with the placement.

d. Additional PUEs are required in the following locations:

   (1) Along Chesley Avenue

   (2) Along Private Road A

   (3) Along Private Road D, north of where it intersects Private Road E

   (4) Along Private Road H, in between Ridgely Boulevard and Private Road I

e. The applicant filed a variation request from Section 24-122(a), to eliminate the required PUEs along Mill Branch Road and most of US 301. The request affects Parcels 2 through 10. This variation request is discussed below.

Variation
Section 24-113 requires that the following criteria are met. The criteria are in **BOLD** text below, while findings for each criterion are in plain text.

(a) Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle and Section 9-206 of the Environment Article; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon the evidence presented to it in each specific case that:

(1) The granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property.

The applicant submitted a statement of justification (SOJ) providing responses to the criteria of Section 24-113. In their response to this criterion, they contend that granting the requested variation will promote the public health, safety, and welfare. They note that utilities currently exist within the US 301 right-of-way along the southbound lanes, and any that new connections to those existing utilities would have to be extended beneath US 301. They contend that the utilities serving Mill Branch Crossing can be directed to a single point where the crossing will occur, and that extending from that point, adequate PUEs will be provided within the subdivision. This would include along Lola Lane to serve Parcels 2 through 10. They contend that because adequate PUEs will be provided within the subdivision, there is no need for PUEs along the external roads.

It may indeed be beneficial to have a single utility crossing of US 301, and eliminating the PUE along US 301 may be desirable to discourage multiple crossings from this PUE under the northbound lanes to the southbound lanes. The envisioned single point of crossing may be located near the northern roundabout, where it would be possible to connect between the existing utilities in the US 301 ROW and the site's internal PUE network.

The applicant further contends that if it is necessary to provide utilities along US 301 and Mill Branch Road, the utilities can be provided within the existing ROWs, as more right-of-way width is currently provided along each road than is needed for the roads themselves. Placing the utilities in the right-of-way would require the concurrence of the operating agencies and utility companies. The applicant therefore sought, and received, such concurrence from the State Highway Administration (email from Woodroffe to Morgan dated March 3, 2021, incorporated by reference herein). Their ROW abuts the property on US 301 and a portion of Mill Branch Road and would be sufficient for placement of utilities. In addition, as further described below, the variation was referred to the relevant public utility companies, and none of them objected to the variation request.

(2) The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties.

The applicant contends that there are several conditions unique to this property, which are not generally applicable to other properties. They note that the property has been approved, via a zoning text amendment, for mixed use development in the C-S-C Zone; that the property has substantial frontage on US 301 and minimal frontage on a secondary historic designated road, where the

secondary road is required to provide the primary access; and that more right-of-way width has been provided along US 301 than is required by the MPOT (this is true only for the frontage of Parcels 5–10). These are indeed unique conditions, and so a unique approach to serving the site with utilities is needed. The approach described above, where there will be a single crossing of US 301 to reach the PUE network internal to the site, is acceptable.

(3) The variation does not constitute a violation of any other applicable law, ordinance, or regulation.

This PPS and variation request for the location of PUEs were referred to the Washington Suburban Sanitary Commission (WSSC), Verizon, the Potomac Electric Power Company, the Southern Maryland Electric Cooperative (SMECO), Baltimore Gas and Electric Company, Washington Gas, Comcast, and AT&T. Verizon stated that so long as PUEs were not eliminated from the site entirely, they would have no issues. WSSC stated that they had no comments on the variation. SMECO stated that the property was not in their service area. Responses regarding the variation request were not received from the other agencies. The proposed utilities will be designed in direct coordination with the individual utility companies, in order to meet all requisite requirements and design standards. The variation from Section 24-122(a) is unique to, and under the sole authority of, the Planning Board. Approval of this variation request will not constitute a violation of any other applicable law, ordinance, or regulation.

(4) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out.

The shape of the property and its particular physical surroundings may give rise to a hardship to the applicant if the strict letter of these regulations is carried out. The site has extensive frontage on both US 301 and Mill Branch Road, but only one proposed access point to each, in order to serve the overall development. The individual Parcels 2 through 10 cannot each take their own access to the public roads, and so a private road (Lola Lane) is proposed to provide access. A PUE will be provided along Lola Lane to serve these parcels with utilities. So long as there is a way for the site's internal PUE network to connect with utilities outside the site, these parcels do not need to be served by both a PUE along Lola Lane and a PUE along US 301 or Mill Branch Road. If the PUEs along the public streets are unnecessary, then it would be a hardship to the applicant to ask for PUEs in those locations, as it would restrict the area of Parcels 2 through 10 available for development.

(5) In the R-30, R-30C, R-18, R-18C, R-lOA, R-10, and R-H Zones, where multifamily dwellings are proposed, the Planning Board may approve

a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113(a), above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.

This criterion is not applicable because the site is within the C-S-C Zone.

The variation request is supported by the required findings. Granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property. Approval of the variation will not have the effect of nullifying the intent and purpose of the Subdivision Regulations, which is to ensure that public facilities will be available and will have sufficient capacity to serve the proposed subdivision. Therefore, the variation from Section 24-122(a) to eliminate PUEs along US 301 and Mill Branch Road is approved.

Based on the materials provided by the applicant, there is sufficient information to determine that the overall site will be adequately served by PUEs, and that the site's PUE network will be able to connect to existing off-site utilities.

16. **Historic**—Phase III archeological investigations were completed on site 18PR857, an 18th century plantation house lot, in June 2020. As of the March 18, 2021 Planning Board hearing, artifact and feature analysis was continuing and had not yet been completed. The applicant's archeological consultant submitted a partial draft Phase III report on site 18PR857 to Historic Preservation staff on January 28, 2021. When the artifact analysis is complete, a final Phase III draft report shall be submitted to Historic Preservation staff. The final approved Phase III report shall be submitted and approved by Historic Preservation staff, prior to the issuance of a grading permit.

17. **Environmental**—The subject PPS and a TCP1 were accepted on October 22, 2020. Comments were provided in an SDRC meeting on November 13, 2020. Revised information was received on December 31, 2020 and February 11, 2021.

The following applications and associated plans for the subject site applicable to this case were previously reviewed:

Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
SE-4734	TCPII-016-10	Zoning Hearing Examiner	Approved	6/22/2015	Z.O. No. 12-2015
4-08052	TCP1-22-07	Planning Board	Approved	3/30/2017	09-85(A)
NRI-029-07	N/A	Planning Director	Approved	5/3/07	N/A
NRI-029-07-01	N/A	Planning Director	Approved	9/1/09	N/A
NRI-029-07-02	N/A	Planning Director	Approved	3/22/12	N/A
NRI-029-07-03	N/A	Planning Director	Approved	12/22/16	N/A
NRI-029-07-04	N/A	Planning Director	Approved	6/5/20	N/A
4-19050	TCP1-020-2020	Planning Board	Pending	Pending	Pending

Grandfathering
The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010 because this is a new PPS.

Site Description
A review of available information, as shown on the approved Natural Resources Inventory (NRI), indicates that 100-year floodplain, wetlands, streams, and steep slopes are found to occur on the property. The site does not contain any wetlands of special state concern. The site is in the Patuxent River Upper watershed as identified by the Prince George's County Department of the Environment, and within the Patuxent River watershed of the Patuxent River basin, as identified by the Maryland Department of Natural Resources (DNR). The Patuxent River watershed is identified by DNR as a Stronghold watershed. The on-site stream is not a Tier II water nor is it within a Tier II catchment.

The predominant soils found to occur according to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, include the Collington fine sandy loam (0–2 percent, 2–5 percent, 5–10 percent, 15–40 percent, and 15–30 percent slopes), and Shrewsbury fine sandy loam soils. According to available information, Marlboro and Christiana clays are not found to occur on this property.

The DNR Natural Heritage Program determined that rare, threatened, and endangered species are not found to occur on-site. According to the 2017 *Countywide Green Infrastructure Plan*, of the *Approved Prince George's Resource Conservation Plan: A Countywide Functional Master Plan* (Green Infrastructure Plan), the site contains regulated areas and evaluation areas. The site is located within the Established Communities area of the Growth Policy Map and Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map, as designated by Plan 2035.

Master Plan Conformance
The site is located within the Bowie and Vicinity Master Plan and SMA. It is mapped as regulated and evaluation areas within the Green Infrastructure Plan.

Bowie and Vicinity Approved Master Plan and Sectional Map Amendment
The Bowie and Vicinity Master Plan contains environmentally related policies and strategies that are applicable to the subject PPS.

Policy 1: Protect, preserve, and enhance the identified green infrastructure network within the master plan area.

Strategies:

1. **Use designated green infrastructure network to identify opportunities for environmental preservation and restoration during the development review process.**

   The site contains regulated and evaluation areas of the Green Infrastructure Plan that are comprised of streams, wetland, and floodplain. The most significant impact to this area is for the removal of wetlands in the western portion of the site for development and road improvements. The applicant is proposing to enhance several of the regulated areas through afforestation.

2. **Protect primary corridors (Patuxent River and Collington Branch) during the development review process to ensure the highest level of preservation and restoration possible, with limited impacts for essential development elements. Protect secondary corridors (Horsepen Branch, Northeast Branch, Black Branch, Mill Branch, and District Branch) to restore and enhance environmental features and habitat.**

   This site abuts a major regional park site, which provides a large continuous block of woodlands connecting eastwards to the Patuxent River, a planned designated primary corridor. Protection of sensitive environmental areas related to this primary corridor is a priority. Portions of the abutting park are programed for development as a major athletic complex. Addressing SWM on this site is critical to the protection of this primary corridor.

3. **Carefully evaluate land development proposals in the vicinity of identified Special Conservation Areas (SCA) (the Beltsville Agricultural Research Center to the north, along with the Patuxent Research Refuge; Belt Woods in the western portion of the master plan area; and the Patuxent River) to ensure that the SCAs are not impacted and that connections are either maintained or restored.**

This site is located within the vicinity of the Patuxent Special Conservation Area (SCA). The evaluation of connections and corridors to the Patuxent SCA have been evaluated to maintain and/or restore connectivity.

4. **Target public land acquisition programs within the designated green infrastructure network in order to preserve, enhance or restore essential features and special habitat areas.**

   The site contains a stream valley that connects to regulated areas within a large tract of undeveloped land owned by M-NCPPC. It is expected that the environmental area of the subject property will be part of a homeowners or business association. These tracts of land, publicly and privately owned, are within regulated environmental areas and should, outside of necessary permanent impacts, be the subject of preservation, restoration, and enhancement, and will be placed in a conservation easement for long-term protection.

Policy 2: Restore and enhance water quality in areas that have been degraded and preserve water quality in areas not degraded.

Strategies:

1. **Implement the strategies contained in the Western Branch Watershed Restoration Action Strategy (WRAS).**

2. **Add identified mitigation strategies from the Western Branch WRAS to the countywide database of mitigation sites.**

3. **Encourage the location of necessary off-site mitigation for wetlands, streams, and woodlands within sites identified in the Western Branch WRAS and within sensitive areas that are not currently wooded.**

   The project area is not located within the Western Branch Watershed Restoration Action Strategy Area.

4. **Ensure the use of low impact-development techniques to the extent possible during the development process.**

   The project has not yet received SWM concept approval. The submitted unapproved concept plan shows use of numerous micro-bioretention and bioretention-swale facilities, areas of pervious pavement, rain gardens treating rooftop downspouts, as well as a SWM pond/basin to meet the current requirements of environmental site design to the maximum extent practicable.

5. **During the development review process evaluate streams that are to receive stormwater discharge for water quality and stream stability.**

Unstable streams and streams with degraded water quality should be restored, and this mitigation should be considered as part of the stormwater management requirements.

Proposed wetland impacts, mitigation, and restoration are discussed in the Environmental Review Section below.

6. **Encourage the use of conservation landscaping techniques that reduce water consumption and the need for fertilizers or chemical applications.**

   Woodland planting will consist of the use of native species. Species selection should be based on ability to reduce water consumption and the need for fertilizers or chemical applications.

7. **Minimize the number of parking spaces and provide for alternative parking methods that reduce the area of impervious surfaces.**

   The plan proposes surface parking for single-family attached and multifamily residential uses, as well as for a hotel, and 77,635 square feet for commercial/retail/office. The number of parking spaces required will be further reviewed by the Urban Design Section with future development applications.

8. **Reduce the area of impervious surfaces during redevelopment projects.**

   The property has never been developed although most of it has been actively farmed. An increase in impervious surface is expected, due to the nature of the project, consisting of single-family attached and multifamily dwelling units, along with a hotel, and 77,635 square feet for commercial/retail/office; however, implementation of the current SWM regulations will address water quality and quantity controls. Currently, the development proposes the use of numerous micro-bioretention and bioretention-swale facilities, areas of pervious pavement, rain gardens treating rooftop downspouts, as well as an SWM pond/basin to meet the current requirements of environmental site design to the maximum extent practicable.

Policy 3: Protect and enhance tree cover within the master plan area.

Strategies:

1. **Encourage the planting of trees in developed areas and established communities to increase the overall tree cover.**

2. **Provide a minimum of ten percent tree cover on all development projects. This can be met through the provision of preserved areas or landscape trees.**

3. **Establish street trees in planting strips designed to promote long-term growth and increase tree cover.**

4. **Establish tree planting adjacent to and within areas of impervious surfaces. Ensure an even distribution of tree planting to provide shade to the maximum amount of impervious areas possible.**

   This project is for a new development. Conformance with the most current Woodland Conservation Ordinance is required and detailed discussion of technical conformance is discussed in the Environmental Review Section below. The required tree canopy coverage for the C-S-C Zone is 10 percent. The TCP1 shows that the site will be approximately 21 percent of gross tract forest preservation and afforestation with the implementation of this project, which exceeds the master plan-recommended 10 percent tree canopy coverage.

Policy 4: Reduce overall energy consumption and implement more environmentally sensitive building techniques.

Strategies:

1. **Encourage the use of green building techniques that reduce energy consumption. New building designs should strive to incorporate the latest environmental technologies in project buildings and site design. As redevelopment occurs, the existing buildings should be reused and redesigned to incorporate energy and building material efficiencies.**

2. **Encourage the use of alternative energy sources such as solar, wind, and hydrogen power. Provide public examples of uses of alternative energy sources.**

   The use of green building techniques and energy conservation techniques is encouraged, as appropriate.

Policy 5: Reduce light pollution and intrusion into residential, rural, and environmentally sensitive areas.

Strategies:

1. **Encourage the use of alternative lighting technologies for athletic fields, shopping centers, gas stations, and car lots so that light intrusion on adjacent properties is minimized. Limit the total amount of light output from these uses.**

2. **Require the use of full cut-off optic light fixtures for all proposed uses.**

3. **Discourage the use of streetlights and entrance lighting except where warranted by safety concerns.**

   The minimization of light intrusion from this site into the primary management area (PMA) should be addressed. The development proposal is within the Developing Tier, and it is adjacent to properties within the Rural Tier, which is a special concern because the Patuxent River is an intercontinental migration route for birds. High light levels severely impact these bird populations. The use of alternative lighting technologies, such as full cut-off optic light fixtures, should be used and the limiting of total light output should be demonstrated at time of DSP.

Policy 6: Reduce adverse noise impacts to meet State of Maryland noise standards.

Strategies:

1. **Evaluate development proposals using Phase I noise studies and noise models.**

2. **Provide adequate setbacks for projects located adjacent to existing and proposed noise generators.**

3. **Provide the use of approved attenuation measures when noise issues are identified.**

   The site fronts on US 301, a designated freeway. US 301 generates sufficient traffic to make noise impacts a concern, therefore, a noise study has been submitted. Details of this study are addressed in the Noise section of this resolution.

Policy 7: Protect wellhead areas of public wells.

Strategies:

1. **Retain land uses that currently exist within the wellhead areas of existing public wells.**

2. **Continue monitoring water quality.**

3. **Consider the development of alternative public water provision strategies, such as public water connections, to eventually eliminate public wells.**

   This site is not located within a wellhead protection area.

Conformance with the 2017 Green Infrastructure (GI) Plan
The zoning of the property is C-S-C, allowing for commercial retail uses on this site. CB-45-2019 permitted the uses of a gas station with food and beverage store, apartment housing for elderly or physically handicapped, and multifamily and townhouse residential dwellings in the C-S-C Zone. The conceptual design as reflected on the PPS and the TCP1 meets the goals of the Green Infrastructure Plan and focuses development outside of the most sensitive areas of the site, in keeping with the zoning and with Plan 2035.

ENVIRONMENTAL REVIEW

Natural Resource Inventory
An approved NRI-029-07-04 was submitted with the PPS. The site contains 100-year floodplain, wetlands, streams, and steep slopes that comprise the PMA. The NRI indicates the presence of one forest stand labeled as Stand 1. The NRI also identifies 36 specimen trees, of which 28 trees are on-site and 8 are considered off-site. The TCP1 and the PPS show all required information correctly, in conformance with the NRI. No additional information is required regarding the NRI.

Woodland Conservation
This site is subject to the provisions of the Woodland Conservation Ordinance because the project is a new PPS. This project is subject to the WCO and the 2018 *Prince George's County Environmental Technical Manual.* TCP1-020-2020 has been submitted with the subject PPS and requires revisions, in order to be found in conformance with the WCO.

The woodland conservation threshold for this 70.11-acre property is 15 percent of the net tract area or 9.02 acres. The total woodland conservation requirement based on the amount of clearing proposed is 3.95 acres. This requirement is to be satisfied with 3.80 acres of on-site preservation, 4.61 acres of on-site afforestation, and the remainder of the requirement, 6.28 acres, is proposed to be met with off-site woodland conservation credits.

The TCP1 must be revised to show the master plan right-of-way interchange (F-10), to the extent dedicated with this PPS. Section 25-122(b)(1)(N)(v) of the WCO requires that "land dedicated or to be dedicated shall not be counted toward meeting the requirements" and that "land areas dedicated or to be dedicated for future road construction shall be counted as cleared if the associated development is required to construct the road." If there is a requirement to dedicate the master plan right-of-way with the PPS, the applicant is required to show the road as dedicated on the plans and account for the woodland within the right-of-way on the TCP1, in accordance with the County Code. It is noted that there is no requirement to dedicate right-of-way with this PPS.

Technical revisions to the TCP1 are required and included in the conditions of approval of this PPS.

Specimen Trees
TCPs are required to meet all of the requirements of Subtitle 25, Division 2 of the County Code, also known as The Woodland and Wildlife Habitat Conservation Ordinance (WCO). These requirements include the preservation of specimen trees, as stated in

Section 25-122(b)(1)(G) of the WCO. Every effort should be made to preserve the trees in place, considering the different species' ability to withstand construction disturbance (refer to the Construction Tolerance Chart in the Environmental Technical Manual for guidance on each species' ability to tolerate root zone disturbances).

If, after careful consideration has been given to the preservation of the specimen trees, there remains a need to remove any of the specimen trees, a variance to Section 25-122(b)(1)(G) is required. Applicants can request a variance to the provisions of the WCO, provided all of the required findings in Section 25-119(d) can be met. An application for a variance must be accompanied by a Letter of Justification stating the reasons for the request and how the request meets each of the required findings. A Subtitle 25 Variance Application and an SOJ in support of a variance dated April 8, 2020 were submitted.

The approved NRI identifies a total of 36 specimen trees; 8 trees are considered off-site, and 28 are on-site. Of the 28 on-site trees, 15 are proposed to be removed with this PPS. The following analysis is the review of the applicant's request to remove these 15 specimen trees. Off-site specimen trees are not subject to the variance requirement.

The SOJ requests the proposed removal of 15 of the existing 28 specimen trees located on-site. Specifically, the applicant seeks to remove Specimen Trees (ST) 1–7, 9, 16–20, 37, and 38. The TCP1 shows the location of the trees proposed for removal. The Disposition column of the Specimen Tree Chart on Sheet 1 of the TCP1 is to be corrected to reflect that ST- 37 and ST-38 are proposed to be removed. ST-2, 3, 19, and 37 are in poor condition. ST-1, 5, 9, 16, and 38 are in good condition. ST-4, 6, 7, 17, 18, and 20 are in fair condition. Six of the specimen trees to be removed (ST-1, 2, 3, 4, 9, and 16) are located within the limits of an isolated wetland and associated buffer impacted by the right-of-way improvements of US 301. Seven of the specimen trees to be removed (ST-5, 6, 7, 17, 18, 19, and 20) are located within the grading areas that are a result of the right-of-way improvements for US 301 and are located centrally along the western portion of the site in a highly developable part of the site. Two of the specimen trees, ST-37 and ST-38, are proposed for removal because they are in a highly developable part of the site.

The removal of the 15 specimen trees requested by the applicant is approved based on the findings below.

(A) Special conditions peculiar to the property have caused the unwarranted hardship.

The property is 70.11 acres and contains approximately 8.23 acres of PMA comprised of streams, wetlands, floodplain, and associated buffers. The total area includes 5.67 acres of previously dedicated land for right-of-way improvements, and 4.11 acres of floodplain. This represents approximately 25.37 percent of the overall site area. These existing conditions are peculiar to the property. The applicant is proposing to remove the specimen trees in the most developable part of the site, which is to be impacted by the proposed right-of-way improvements. To further restrict development of the non-wooded upland areas of the site would cause unwarranted hardship.

(B) Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas.

The mixed-use development includes uses permitted in the C-S-C zone, as amended by CB-45-2019, as well as the vision for such zones as described in the master plan. Based on the unique characteristics for the property, enforcement of these rules would deprive the applicant of the right to develop the property in a similar manner to other properties zoned C-S-C in the area.

(C) Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants

If other constrained properties encounter trees in similar locations on a site, the same considerations would be provided during the review of the required variance application.

(D) The request is not based on conditions or circumstances which are the result of actions by the applicant

The existing site conditions or circumstances, including the location of the specimen trees, are not the result of actions by the applicant.

(E) The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property

The request to remove the trees does not arise from any condition on a neighboring property.

(F) Granting of the variance will not adversely affect water quality

All proposed land development activities will require sediment control and SWM measures to be reviewed and approved by the County.

The required findings of Section 25-119(d) have been adequately addressed for the removal of Specimen Trees 1–7, 9, 16–20, 37, and 38.

Regulated Environmental Features
This site contains regulated environmental features that are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5). The on-site regulated environmental features include streams, stream buffers, wetlands, wetland buffers, 100-year floodplain, and steep slopes.

Section 24-130(b)(5) states: "Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the

Environmental Technical Manual established by Subtitle 25. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat."

Impacts to the regulated environmental features should be limited to those that are necessary for development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property, or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities.
Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features.
SWM outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site, in conformance with the County Code.

A letter of justification was received October 21, 2020 for the proposed impacts. The letter is dated April 28, 2020. The PPS shows impacts to the PMA. The presented six impacts are a combination of on-site and off-site locations, which are generally located on the western portion of the site. Off-site impacts are not part of the application because they are not located within the boundary of the property; however, they are considered as part of the overall impact. The off-site impacts are required for the right-of-way improvements to Mill Branch Road and US 301, as part of SHA Permit 10-AP-PG-004. The on-site proposed Impact 3 is a total of 1.30 acres and consists of impacts to the wetlands and their associated buffers for right-of-way improvements, as well as site grading and development.

The proposed SWM pond outfall PMA impacts were not requested with the PPS.
Typically, these impacts are supported, as they are deemed necessary for the development of the site. The PMA impacts for the proposed SWM pond outfalls should be submitted for review with the acceptance of the DSP.

The current letter of justification and associated exhibit reflect six proposed impacts to regulated environmental features associated with the proposed development totaling approximately 2.57 acres. All proposed impacts are permanent and are described as either on-site or off-site impacts. The off-site impacts total 1.27 acres, and the on-site impacts total 1.30 acres.
As previously stated, the following analysis will review only the on-site impacts requested by the applicant at this time, Impact 3.

Impact 3 – Wetland and Wetland Buffer Impact
Impact 3 is for the disturbance of 1.30 acres of wetlands located on the western portion of the site. This wetland straddles the western property boundary and the portion of the

wetland located off-site will be impacted by the grading required for the US 301 right-of-way improvements. The total forested wetland disturbance (Impact 2 off-site and Impact 3 on-site) is 1.14 acres. The Impact 3 wetland and associated buffer is 1.30 acres. The resulting portion of wetland left undisturbed by the right-of-way improvement grading is located within a highly developable part of the site. The applicant analyzed the potential of constructing a retaining wall to preserve the wetlands, however a geotechnical review determined that the existing wetland soils would not be suitable due to groundwater. The preservation of this small, isolated wetland is not feasible.

Mitigation was analyzed for the overall on-site and off-site impacts by the U.S. Army Corps. of Engineers (ACOE) and the Maryland Department of the Environment (MDE), as part of the applicant's joint wetland permit application. Staff inquired on the potential to remediate the impacts to the stream on-site and it was determined by both ACOE and MDE that the stream remediation should not occur, and that the applicant should reduce the amount and velocity of drainage into the stream. The result was a revision to the site development concept plan to require detention of stormwater from a 100-year flooding event in the SWM facility on-site.

The proposed PMA impact is considered necessary to the orderly development of the subject property and surrounding infrastructure. These impacts cannot be avoided because they are required by other provisions of the County and State Codes. The plan shows the preservation and enhancement of the PMA to the fullest extent practicable.

Based on the level of design information available at the present time, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible, based on the limits of disturbance shown on the TCP1.

18. **Urban Design**—The review of the subject PPS is evaluated for conformance to the Zoning Ordinance, as follows:

Conformance with the Requirements of the Prince George's County Zoning Ordinance
CB-45-2019 amended Section 27-461(b), the Use Table for commercial zones, to allow multifamily and townhouse development as permitted uses in the C-S-C Zone, provided that the subject site is a minimum of 50 acres; DSP review is a required condition of approval of a PPS and must include review of proposed architecture of multifamily and townhouse units; and development density is limited to no more than 20 units per acre for townhouses and 48 units per acre for multifamily dwellings. In addition, development regulations provided for in Section 27-454(d) of the Zoning Ordinance, C-S-C Zone regulations shall apply to both multifamily and townhouse developments.

The development density of 11.1 units per acre for townhouses and 28.8 units per acre for multifamily proposed by the PPS conforms to the applicable criteria.
Regarding Section 27-454(d), the development regulations for the C-S-C Zone, as they pertain to the proposed townhouse units as part of a mixed-use development, the application of required setbacks should be applied to the general area for townhouse development, and not to individual

lots. The C-S-C Zone regulations do not provide development standards for individual townhouse units, and so the applicant has proposed to utilize Mixed Use-Transportation Oriented (M-X-T) Zone regulations for townhouse development. The applicant has also included basic standards with the PPS, including a minimum townhouse lot size of 1,500 square feet (20 feet by 75 feet), with a minimum lot width at the front building line and street line of 20 feet. The applicant's proposed use of M-X-T Zone regulations to guide development of the townhouse portion of this project is acceptable. Conformance with the applicable criteria will be reviewed at the time of DSP.

Conformance with the Tree Canopy Coverage Ordinance
In accordance with Section 25-128 of the Zoning Ordinance, properties in the C-S-C Zone are required to provide 10 percent of the gross tract area in tree canopy coverage (TCC). The subject site is 70.1 acres and is required to provide 7.01 acres of the site in TCC. Conformance with this requirement will be evaluated at the time of DSP.

Conformance with the Requirements of the 2010 Prince George's County Landscape Manual
The site will be subject to Section 4.1, Residential Requirements; Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; Section 4.9, Sustainable Landscape Requirements; and Section 4.10, Street Trees Along Private Streets, of the Landscape Manual. Conformance with landscaping requirements will be evaluated at the time of DSP.

Other Urban Design Issues
Issues regarding mandatory parkland dedication and provision of a private on-site recreational facilities package are not fully addressed by the PPS. Letters from the applicant dated December 28, 2020 and February 8, 2021 indicated private on-site recreational amenities are to be provided, and they included a list of contemplated amenities and associated estimated value. The list of facilities given in the applicant's letters does not include sufficient facilities for the townhouse units. Therefore, it is recommended that either the facilities for the multifamily residents and the townhouse residents be made available to all residents; or additional facilities be provided in the northern townhouse pod; or better design and connections be provided for the proposed stormwater pond and its associated amenities, so that the pond can meet the requirements of Section 24-135(a)(5). Any of these three options could achieve the required value of recreational facilities for both the multifamily units and the townhouse units.

19. **Noise**—A July 16, 2020 Phase I Noise Analysis was prepared by Polysonics Acoustics & Technology Consulting and was submitted by the applicant with this PPS. The analysis accounted for noise measurements from US 301 on the west side of the site. It found that the present and future 65 dBA Ldn noise contours would not impact any outdoor recreation areas or residential uses at any height. Therefore, no further study or mitigation is needed.

Section 24-121(a)(4) requires a minimum 300-foot lot depth when residential lots are platted next to proposed freeways. The plan, as proposed, meets this requirement. There are no residential lots or parcels proposed within 300 feet of US 301.

20. **City of Bowie**—On January 4, 2021, the Bowie City Council conducted a public hearing on the subject PPS. At the conclusion of the hearing, three separate motions were made and seconded by council members. All three motions ended in a tie. As a result, the City of Bowie has not taken a position on this PPS.

21. **Planning Board Hearing of March 18, 2021**—On March 18, 2021, the Planning Board conducted a public hearing on the subject PPS. The applicant presented proposed revisions to seven of the staff-recommended conditions of approval, and additionally proposed deletion of one condition. These changes were accepted, and they are incorporated into this resolution.

One member of the public, owner of the Ample Grange Farm which abuts the subject property to the southeast, spoke about the application. In their comments they expressed their approval of the 50-foot buffer to be provided between the development and the rural tier, the stormwater management proposed, and the access to be provided to the Green Branch Athletic Complex. They also expressed their concerns about the traffic impact on US 301 (particularly at its intersection with Mill Branch Road), loss of wetlands on the subject property, and visual impacts along Mill Branch Road, which is a historic/scenic roadway. In response to these concerns, the Board noted that the SWM concept plan for the development was, as of the hearing, still pending approval by DPIE. The SWM concept plan will address all stormwater from the development, such that there will be no off-site impacts, including from the loss of retention capacity associated with the removal of natural wetlands. The Board also noted that views to and from Mill Branch Road can be addressed at the time of DSP, and that landscape buffering along the road would be required in accordance with Landscape Manual requirements. The applicant noted that the road improvements proposed with the application are designed to mitigate traffic impacts, and that direct access will be provided from US 301 at the northern end of the property to ensure not all of the development's traffic needs to enter from Mill Branch Road.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

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This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey and Hewlett voting in favor of the motion, and with Commissioner Doerner absent at its regular meeting held on Thursday, March 18, 2021, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 8th day of April 2021.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:EDC:nz

APPROVED AS TO LEGAL SUFFICIENCY

David S. Warner
M-NCPPC Legal Department
Date: March 26, 2021

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

PGCPB No. 2022-35 File No. DSP-20003

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on March 24, 2022, regarding Detailed Site Plan DSP-20003 for Mill Branch Crossing, the Planning Board finds:

1. **Request:** This application is a detailed site plan (DSP) for construction of 190 single-family attached (townhouses) and 408 multifamily dwelling units in six buildings as part of an overall mixed-use development. Infrastructure improvements are proposed on the remainder of the site for the future commercial component.

2. **Development Data Summary:**

	EXISTING	**APPROVED**
Zone(s)	C-S-C	C-S-C
Use(s)	Agriculture	Single-Family Attached and Multifamily Dwelling Units
Gross Acreage	70.11	70.11
Single-Family Attached Dwelling Units	**0**	**190**
Multifamily Dwelling Units	**0**	**408**
1 Bedroom Units		132
2 Bedroom Units		204
3 Bedroom Units		72

Parking and Loading Data

	REQUIRED	**APPROVED**
Total Townhouse Parking Spaces (2.04 spaces per unit)	**388**	**692**
29 – 20-foot-wide Rear-loaded Units (2 Garage, 2 Driveway Spaces)		116
33 – 22-foot-wide Rear-loaded Units (2 Garage, 2 Driveway Spaces)		132
10 – 24-foot-wide Rear-loaded Units (2 Garage, 2 Driveway Spaces)		40
43 – 20-foot-wide Front-loaded Units (1 Garage, 1 Driveway Space)		86

	REQUIRED	APPROVED
57 – 22-foot-wide Front-loaded Units (2 Garage, 1 Driveway Space)		171
18– 24-foot-wide Front-loaded Units (2 Garage, 2 Driveway Spaces)		72
On-Street Parking Spaces*		75

	REQUIRED	APPROVED
Total Multifamily Parking Spaces (6 buildings)	**990**	**1,002**
132 – 1 Bedroom (2.00 Spaces/ Unit)	264	-
204 – 2 Bedroom (2.50 Spaces/ Unit)	510	-
72 – 3 Bedroom (3.00 Spaces/ Unit)	216	-

Garage Parking per building (6 buildings)		**324**
15 – Compact Spaces (8.0 x 19 feet)		90
35 – Standard Spaces (9.5 x 19 feet)		210
4 – Handicap-accessible (2 van-accessible)		24

Total Surface Parking Lot		**678**
Compact Spaces (8.0 x 19 feet)		239
Standard Spaces (9.0 x 18 feet)*		435
Handicap Accessible (2 van accessible)		4

Loading		**3****
Multifamily dwelling–1 space per 100 to 300 dwelling units, plus 1 additional for each 200 dwelling units (or fraction)	2	3

Note: *The standard surface parking space size requires a departure from design standards (DDS), which is under the jurisdiction of the City of Bowie. A companion DDS (BD-4-21) was approved by the City of Bowie on March 21, 2022 (City Council Resolution R-8-22), for the reduction in the parking space size.

**Three loading spaces are provided on the site plan, but the parking and loading schedule does not include them and should be updated. Conditions have been included requiring the applicant to update the parking and loading schedule and label these on the site plan.

3. **Location:** The Mill Branch Crossing property is in the northeast quadrant of the intersection of US 301 (Robert Crain Highway) and Mill Branch Road, in Planning Area 71B and Council District 04. The property is in the 2006 *Approved Sectional Map Amendment for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74* (Bowie

Master Plan and SMA), which reclassified the subject property from the Residential Agricultural (R-A) Zone to the Commercial Shopping Center (C-S-C) Zone.

4. **Surrounding Uses:** The overall 70.11-acre site is zoned C-S-C, and bound to the west by US 301, with commercial uses and townhouses in the C-S-C and Residential Urban Development Zones beyond; to the south by Mill Branch Road, with vacant and agricultural land in the R-A Zone beyond; to the east by vacant land in the Open Space Zone, which is owned by the Maryland-National Capital Park and Planning Commission, and planned to be the future site of the Green Branch Athletic Complex; and to the north by vacant land in the Rural Residential and R-A Zones, and a parcel in the Commercial Miscellaneous Zone, which has been improved with a hotel and eating and drinking establishment, more commonly known as Rip's Country Inn.

5. **Previous Approvals:** The Bowie Master Plan and SMA reclassified the subject property from the R-A Zone to the C-S-C Zone. Parcel A is the subject of Preliminary Plan of Subdivision (PPS) 4-08052, which was approved by the Prince George's County Planning Board in May 2009 to consolidate the site into one parcel (Parcel A) for construction of a commercial use and hotel.

   Following approval of PPS 4-08052, Special Exception SE-4734 was approved by the Prince George's County District Council in June 2015, for a portion of Parcel A, and proposed a department or variety store in combination with a food and beverage store. However, this development never was constructed.

   In 2019, the District Council approved CB-45-2019 to amend Section 27-461, the Commercial Zone Table of Uses, of the Prince George's County Zoning Ordinance, for the purpose of permitting by right a gas station, food or beverage store in combination with a gas station, apartment housing for the elderly or physically handicapped, dwelling, multifamily, and townhouse uses in the C-S-C Zone of Prince George's County, under certain circumstances.

   PPS 4-19050 for Parcels A and 32 superseded 4-08052 and was approved by the Planning Board on March 18, 2021 (PGCPB Resolution No. 2021-42) for the future development of 190 single-family attached dwellings, 408 multifamily dwelling units, a 150-room hotel, and 77,635 square feet of commercial, retail, and office uses.

   The site also has a Stormwater Management (SWM) Concept Approval (03-0621-205NE14), from the City of Bowie, approved on June 28, 2021, and expires on June 28, 2024.

6. **Design Features:** The applicant proposes to develop the overall property with a mix of residential and commercial uses. The subject application includes development of 190 townhouses and 408 multifamily dwelling units in 6 buildings on 52.18 acres of the overall property in the central and eastern portions of the site. Thirteen parcels and their associated infrastructure are shown on the western portion of the site. These parcels will require future DSPs for the full development of the commercial uses that will screen the residential development from US 301. The townhouses include a mix of 72 rear-loaded garage and 118 front-loaded garage units with, one- and two-car garage options on fee-simple lots. These units are arranged on a series of private roads and alleys and are organized in a grid-like pattern on the north and east

portions of the site. The multifamily dwellings are proposed south and west of the townhomes and include 6, four-story, L-shaped buildings that are located around a central surface parking lot. In addition to the surface lot, parking for the multifamily buildings is proposed under the structures. The overall site is accessed from two locations. The first access is from Mill Branch Road at a traffic circle in the southeast corner of the property. The proposed Ridgely Boulevard runs from this traffic circle along the southeastern boundary of the overall site connecting through to the adjacent future Green Branch Athletic Complex site. The second access is from a right-in/right-out roadway off US 301 that leads to a traffic circle within the northern portion of the property. Lola Lane and Chesley Avenue intersect at this traffic circle and form the northern and western boundaries of the residential portion of this development.

Architecture
Four townhome builders propose the 28 townhouse models included with this application. These models propose front- and rear-load garage options with standard one- and two-car garages. The Royal, Ansted, Lafayette, Elmore, Auburn, and Columbus are built by D. R. Horton; the Camden II, Chandler II, Chestnut II, Shiftlet II, Grable II, and Harlow II are built by Dan Ryan Homes; the Everett, Delilah, Louisa, Jenkins, and Hartland are built by Stanley Martin Homes; and the Strauss D, Strauss E, Strauss Attic E, Shubert D, Mendelssohn D, Spring Hill, Van Dorn, Strauss, Mozart E, Mozart Attic E, and Woodley Park are built by NVR Homes, Inc.

Each unit included in this application has multiple front elevation options and a variety of exterior finishes and roof designs, including shutters, enhanced window and door trim, standing-seam metal-roofed porches, decorative columns, cross gables, and dormers. The buildings have been designed to incorporate a variety of materials including brick, stone, and siding, creating a clean and contemporary design, which will complement the surrounding development.

The one-car, front-load garage units are 20 and 22 feet wide, and measure approximately 36 to 42 feet in depth, with a base finished area ranging from 1,514 to 2,285 square feet.

The two-car, front-load garage units are 20, 22, and 24 feet wide, and measure approximately 36 to 48 feet deep. These units include a base finished area ranging from 1,741 to 2,639 square feet.

The two-car, rear-load garage units are 20, 22, and 24 feet wide, and measure approximately 36 to 46 feet in depth, with a base finished area range from 1,741 to 2,446 square feet.

The height of the townhomes varies from approximately 32–49 feet depending on the options, which include rooftop patios, attics, dormers, bay windows, and decks. However, it is noted that decks are only offered as an option on rear-loaded units. The Planning Board required that this feature be offered as a standard option for consistency and for the enjoyment of residents of the rear-loaded units, which have a limited yard. A condition has been added to this approval to require all rear-loaded garage townhouses to provide either a roof top deck or a minimum four-foot-deep cantilevered deck or a deck(s) attached to the townhouse above the first floor and supported by vertical posts.

Highly visible side elevations are identified on the DSP. However, a general note should be included to indicate the lot and block number of these units. These elevations should include a minimum of three standard features, in addition to a full first floor finished in brick, stone, or masonry. The Planning Board finds that no two identical front elevations shall be located next to or across the street from each other. Due to the large presence of garages on the streets, the Planning Board requires that they be designed with a carriage-style appearance. In addition, it is noted that the templates and architectural elevations have not been provided for all the elevations; therefore, conditions have been included herein, relative to these issues.

The architectural design of the four-story multifamily residential buildings is contemporary with a gabled roof, and emphasis is provided through different massing, architectural design elements, and finish materials. The units include balconies, large glass windows, and sliding doors. The exterior of the building is predominantly finished in a mix of materials including vinyl lap siding and accents of brick and horizontal banding on the lower level. The primary entrances to the proposed buildings are accented by a curved canopy. A one-level parking garage is located below grade on each building. These garages will each include 56 parking spaces and provide long-term bike storage for 12 vertical bike racks, a bicycle stand, and a bicycle pump/repair station.

The proposed 10,144-square-foot clubhouse faces south and is located in the southwest portion of the site on the north side of Lola Lane, and the rear of the building overlooks an outdoor pool for the multifamily units of Mill Branch Crossing. More details are necessary for the pool area, including dimensions, fencing, shade, and seating. A condition is included herein requiring these details be provided. The one-story, 22-foot-high clubhouse is a contemporary-style building, with a gabled roof and central pergola. The building has a variety of building materials including brick, cementitious panels, vinyl lap siding, and architectural trim that matches the multifamily buildings. An elevated roof and glass windows accent the main entrance with ample window fenestration proposed on all sides of the building.

Lighting
A photometric plan was submitted with this application and proposes a combination of full cut-off building-mounted lights and streetlights to illuminate the site. The photometric plan demonstrates that there is adequate lighting for pedestrians and vehicles on the site within the private rights-of-way, with minimum spillover at property lines. However, details of the building-mounted lighting and the pole have not been provided. Therefore, a condition has been included herein requiring the applicant to provide details of the building-mounted lights and the pole for the streetlights on-site.

Signage
Three freestanding and three pylon signs are proposed on-site and are located at the entrance to the multifamily and townhouse areas, and near the entrance to the site from US 301. The freestanding and pylon signs are illuminated and mounted on either a brick base or brick columns. The pylon signs are 25 feet high and approximately 13 feet wide. The backlit sign features the names for the future commercial tenants that will be located west of the multifamily and townhome development. The freestanding signs are approximately 8 feet high and 10 feet wide. They include a back lit aluminum cabinet advertising the location of the multifamily and

townhome portions of the development. Additional parking and directional signage are proposed to assist with wayfinding on-site. These signs are 5 feet high and 2 feet wide. The design of the signage is consistent and proposes a curved canopy, similar to the canopy covering the entrance to the multifamily buildings. The proposed signs are acceptable and meet the requirements of Sections 27-614 for freestanding signs and 27-631 for directional signs, of the Zoning Ordinance.

Loading and Trash Facilities
Loading is not required for the townhomes, but is required for the multifamily dwellings, due to the number of units. Loading spaces are shown on the site plan, but these are not clearly labeled or accounted for in the parking and loading schedule. Conditions requiring these revisions have been included herein. The trash facilities are located interior to the parking garages under the buildings and in dumpsters in the surface parking area for the multifamily dwellings. These facilities are centrally located on the east and west sides of the parking compound, adjacent to the loading spaces. The facilities are adequately screened by a 6-foot-high vinyl enclosure and are acceptable.

Green Building Techniques
The following list was provided by the applicant and outlines some of the project's sustainability features. The following strategies are proposed:

- Energy Star appliances
- Energy Star and LED light fixtures
- Energy Star roofing
- Energy Star windows
- Enhanced thermal insulation package
- Water-conserving, low-flow plumbing fixtures
- Highly efficient water heaters
- All bathrooms, kitchens and laundry closets will be exhausted to the outdoors
- Low/No voc paints, primers, and sealants
- Bike storage facilities that encourage alternative transportation methods
- Bio-retention facilities dispersed and filter rainwater on-site

These green building techniques are only listed in the statement of justification (SOJ) for the application; therefore, the Planning Board requires that the applicant include a note on the DSP to indicate the green building techniques that will be used, as conditioned herein.

Recreational Facilities
At the time of PPS 4-19050, it was determined that the mandatory parkland dedication requirement would be met for the entire Mill Branch Crossing development through on-site private recreation facilities.

The indoor and outdoor recreation amenities for the development include a tot lot and preteen lot, gazebo, a trail, picnic areas, bike racks, and benches in multiple locations in the development, in addition to a clubhouse and pool for the multifamily residents. The clubhouse will feature a pool,

community room, fitness and yoga rooms, a library, restrooms, a conference room, and office space for leasing agents.

The tot lot with benches, a bike rack, gazebo, and a picnic area are located on the southwest portion of the development on Parcel E. The second play structure is centrally located in the development, on Parcel K, which includes benches and a bike rack.

A large stormwater pond is proposed at the northern portion of the site on Parcel 18. A 10-foot-wide pedestrian path is proposed around the pond including a gazebo, benches, picnic tables, grilling areas, and trash receptacles. Due to the location, portions of this trail are proposed to be elevated and include a wooden boardwalk and garden bridge for the residents. During the Planning Board hearing on March 24, 2022, the Planning Board discussed the addition of pet waste stations along this pedestrian path. The applicant proffered to provide these and a condition has been added to this approval requiring that the DSP be revised to show the pet waste stations, as discussed at the March 24, 2022 hearing.

In accordance with the current formula for calculating the value of the recreational facilities, for a development of 190 single-family attached dwellings and 408 multifamily units in Planning Area 71B, a recreational facility package worth approximately $207,011 is needed to serve the single family attached units, and a recreational facility package worth approximately $487,597 is needed to serve the multifamily development. The proposed recreational facilities and the applicant's estimated value are as follows:

- Tot Lot–$56,713
- Pre-Teen Lot–$45,252
- Pond Trail and Picnic Area–$112,900
- Multifamily Club House–$805,000

The estimated combined value of $1,019,865 for the recreational amenities meets what is required for the DSP. The details of the facilities have been provided, with a few exceptions, and are adequate to serve the needs of the development. However, it is noted, the cost estimate of the private recreational facilities has been combined and should be provided for each use. A condition has been included herein requiring the applicant to provide a list of cost estimates of the proposed private recreational facilities separately for the multifamily dwelling units and for the single family attached units on the DSP, and to revise the recreational facilities spreadsheet. Conditions regarding the timing for the completion of construction and installation of these facilities have been included herein.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the C-S-C Zone and the site design guidelines of the Zoning Ordinance, as follows:

a. The subject application is in conformance with the requirements of Section 27-461(b), which governs uses in commercial zones. The proposed townhouses and multifamily dwellings are permitted uses in the C-S-C Zone, subject to Footnotes 82 and 83, which both require approval of a DSP subject to specific criteria, as follows:

1. The property is a minimum of fifty (50) acres in size at the time of preliminary plan of subdivision; and

The entirety of the property included in this DSP exceeds the minimum size and is 70.11 acres.

Footnote 82

2. A Detailed Site Plan is required as a condition of preliminary plan of subdivision and shall be approved in accordance with Part 3, Division 9 of this Subtitle. The detailed site plan shall include architectural review and approval of building elevations and materials. The development regulations as provided for in Section 27-454(d) shall apply. However, in no event shall the number of multifamily dwelling units exceed 48.00 units per net acre.

The multifamily dwellings include a proposed density of approximately 28.39 dwelling units per net acre for the multifamily parcel. However, this number should be verified and noted on the plan, as conditioned herein.

Footnote 83

2. A Detailed Site Plan is required as a condition of preliminary plan of subdivision and shall be approved in accordance with Part 3, Division 9 of this Subtitle. The detailed site plan shall include architectural review and approval of building elevations and materials. The development regulations as provided for in Section 27-454(d) shall apply. However, in no event shall the number of townhouse units exceed 20.00 dwelling units per net acre.

The townhome units include a proposed density of approximately 11.20 dwelling units per net acre of the townhouse development area. However, this number should be verified and noted on the plan, as conditioned herein.

b. The DSP shows a site layout that is consistent with the requirements of Section 27-462(b) of the Zoning Ordinance and meets the specific regulations for development in commercial zones relating to setbacks.

c. The DSP is in general conformance with the applicable site design guidelines, as referenced in Section 27-283 and contained in Section 27-274 of the Zoning Ordinance. For example, grading is minimized to the extent practicable, all disturbed areas are restored, and the architecture proposed for the buildings is constructed of durable,

low-maintenance materials and employs a variety of architectural features and designs, such as window and door treatments and colors.

8. **Preliminary Plan of Subdivision PPS 4-19050:** The site is subject to PPS 4-19050 approved by the Planning Board on March 18, 2021 (PGCPB Resolution No. 2021-42) for 190 lots, 408 multifamily dwelling units, a 150-room hotel, and 77,635 square feet of commercial, retail, and office uses, subject to 24 conditions. The following are applicable to the review of this DSP:

3. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in this resolution of approval, shall require the approval of a new preliminary plan of subdivision, prior to approval of any building permits.

This DSP is proposing development consistent with the approved PPS.

4. Development of this site shall be in conformance with the stormwater management concept plan for this project (01-0614-205NE14, once reapproved by the City of Bowie), and any subsequent revisions.

The applicant submitted an approved SWM Concept Plan, 03-0621-205NE14, with the subject DSP. The SWM concept plan supersedes SWM Concept Plan 01-0624-205NE14 and shows the layout of the proposed buildings and SWM facilities. This DSP is in conformance.

5. Prior to approval of a final plat, in accordance with the approved preliminary plan of subdivision, the final plat shall include the dedication of public utility easements (PUEs) along all public and private rights-of-way, unless a variation from the PUE requirement is obtained.

All required public utility easements along public and private rights-of-way are shown on the DSP, in accordance with the approved PPS. Conformance to this condition will be reviewed again at the time of final plat.

6. At the time of final plat, the plat shall reflect denial of access to Chesley Avenue for the townhouse lots on the north side of Private Road B.

The DSP depicts townhouse lots between Private Road B and Chesley Avenue, as having vehicular access to Private Road B only. Conformance to this condition will be reviewed further at the time of final plat.

7. At the time of detailed site plan, private on-site recreational facilities shall be provided to meet mandatory parkland dedication requirements, with one or more of the following to be provided; at the election of the applicant:

a. A guarantee that the recreational facilities for the townhomes and the multifamily residences will be available to all residents of both communities, with the guarantee to be provided in writing and confirmed with appropriate covenants, prior to approval of a final plat.

The applicant is proposing recreational facilities for the townhouses and the multifamily units, but has proposed separate recreational facilities in both communities. In addition, the applicant has utilized the provisions in option (c) below to satisfy the mandatory parkland dedication requirements for the townhouse development area. Separate recreation facility worksheets should be provided, as conditioned herein.

b. Additional recreational facilities for the townhomes to serve the residents of the northern cluster in the community, with the amenities to be reviewed by the Urban Design Section of the Development Review Division.

The applicant has not provided any additional facilities to serve the residents of the northern cluster of townhomes, but has instead opted to address provision (c) below to satisfy the mandatory parkland dedication requirements for the townhouse portion of the development.

c. A prominent, accessible connection between the townhomes and the stormwater management facility, and redesign of the amenity locations and site grading in this area, as necessary, to create usable facilities for the townhouse residents. The parcel boundaries shown on the preliminary plan of subdivision may be adjusted in this area to accommodate the redesign.

The applicant has revised the site layout to provide an accessible connection between the townhomes in the northern cluster of the development and the proposed 10-foot-wide trail around the SWM facility, as well as provided locations for amenities such as a gazebo, benches, tables, and grill area. The trail, SWM pond, and other amenities are located on Parcel 18. The proposed 10-foot-wide trail on Parcel 18 connects directly to Parcel N, which is a homeowners association private road parcel within the townhouse development area. Parcel 18 is to be conveyed to a common entity. The common entity established for Parcel 18 and other parcels, as shown on the DSP, are for private roads, SWM, and tree conservation areas, which are common to the overall subdivision. The common entity, which will be established at the time of final plat, shall include, or make certain the townhouse development is ensured unfettered access and use of recreational facilities on Parcel 18, as conditioned herein.

8. The applicant, and the applicant's heirs, successors, and/or assignees, shall provide adequate, private recreational facilities on-site, in accordance with the standards outlined in the *Prince George's County Park and Recreation Facilities Guidelines.*

The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division for adequacy, in accordance with the approved preliminary plan of subdivision, and be approved by the Prince George's County Planning Board with the detailed site plan (DSP). Triggers for construction shall also be established at the time of DSP.

The applicant has proposed private on-site recreational facilities with this DSP, which include a tot lot, pre-teen lot, and pond trail with picnic areas for use of the townhouse portion of the development. The playground and recreational facilities on Parcel E are proposed to be completed prior to approval of the 51st townhouse permit, the playground and recreational facilities on Parcel K are to be completed prior to the 101st townhouse permit, and the trail and recreational facilities on Parcel 18 (around the SWM pond) are to be completed prior to approval of the 150th townhouse permit. The plans should be revised to clarify that the triggers for construction of these facilities apply to the townhouse portion of the development.

A clubhouse and pool area are proposed for the multifamily dwelling units, to be completed prior to approval of the building permit for the third multifamily building, including interior amenities within the clubhouse, such as exercise equipment. Additional details and values for these facilities are required as conditioned herein, to ensure they are adequate to serve the needs of the residents.

11. **Prior to approval of a final plat, the applicant, and the applicant's heirs, successors, and/or assignees shall provide a revised access easement agreement for relocation of the existing access easement (recorded in Liber 28018 Folio 685) to the Maryland-National Capital Park and Planning Commission (M-NCPPC), Department of Parks and Recreation, for approval. The easement agreement shall clarify construction and maintenance responsibility for the road, as well as indeminfication [sic] of the applicant and the applicant's heirs, successors, and/or assignees by M-NCPPC. The easement agreement shall be recorded in the Prince George's County Land Records, and its Liber/folio shown on the final plat, prior to recordation. The final plat shall reflect the location and extent of the easement, in accordance with the approved preliminary plan of subdivision, detailed site plan, and easement agreement.**

The revised location of the access easement is shown on Sheets 5, 9, and 12 of the DSP. The Prince George's County Department of Parks and Recreation indicates that the DSP shows the relocated access easement, in accordance with this condition.

18. **Total development within the subject property shall be limited to uses which generate no more than 909 AM peak-hour trips and 1,231 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

The uses and total gross floor area proposed in this application are within the development anticipated per PPS 4-19050. The site plan complies with this condition, as described in detail in the table below to summarize the trip generation in each peak hour to demonstrate conformance to the PPS trip cap for the site:

Trip Generation Summary: DSP-20003: Mill Branch								
			AM Peak Hour			PM Peak Hour		
Land Use	Use Quantity	Metric	In	Out	Tot	In	Out	Tot
Multifamily residences	408	Units	41	171	212	159	86	245
Townhouse residences	190	Units	27	106	133	99	56	155
Total Proposed Trips for DSP-20003			**68**	**277**	**345**	**258**	**142**	**400**
Trip Cap: PPS 4-19050					**909**			**1231**

20. In conformance with the 2009 *Approved Countywide Master Plan of Transportation*, and the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following improvements, and provide an exhibit that depicts the following improvements, prior to acceptance of any detailed site plan:

a. Bikeway signage and shared lane markings (e.g., "sharrow"), within the right-of-way, along the subject site's frontage of Mill Branch Road, unless modified with written correspondence by the Prince George's County Department of Permitting, Inspections and Enforcement, and/or the Maryland State Highway Administration, as appropriate.

b. Minimum 5-foot-wide sidewalks along both sides of all internal roadways, public or private, excluding alleyways.

c. Minimum 5-foot-wide sidewalks along the full lengths of proposed Roads A, D, and F.

d. A wide crosswalk with a pedestrian island crossing US 301 at Mill Branch Road, unless modified by the Maryland State Highway Administration, with written correspondence.

e. Continental style crosswalk crossing all access points along Private Road A and Chesley Avenue.

f. Long- and short-term bicycle parking, consistent with the 2012 AASHTO *Guide for the Development of Bicycle Facilities,* to accommodate residents and visitors at the proposed multifamily building, hotel, and commercial spaces.

g. Parallel or perpendicular ADA curb ramps at all intersections within the subject site.

These conditions are adequately addressed by this DSP, except for Subcondition f. While each building provides long-term bicycle parking and storage within the parking garages, no bicycle racks are provided for visitors or short-term users near the building entrances. The Planning Board requires that four bicycle parking spaces, using inverted U-style racks, be shown on the plans within 100 feet of each primary multifamily building entrance, prior to certification of this plan. The Planning Board also requires that six bicycle parking spaces, using inverted U-style racks, be shown on the plans within 100 feet of the clubhouse building entrance, prior to certification.

24. Prior to issuance of a use and occupancy permit for the development, the applicant and the applicant's heirs, successors, and/or assignees shall:

a. Contact the Prince George's County Fire/EMS Department to request a pre-incident emergency plan for the facility.

b. Install and maintain automated external defibrillators (AEDs), in accordance with the Code of Maryland Regulations (COMAR) requirements (COMAR 30.06.01-05), so that any employee is no more than 500 feet from an AED.

c. Install and maintain bleeding control kits next to fire extinguisher installation and no more than 75 feet from any employee. These requirements shall be noted on the detailed site plan for the development.

The applicant has provided this information in General Note 41 on the coversheet of the DSP. However, the note lists location of bleeding control kits no more than 74 feet instead of 75 feet from any employee, and this should be corrected. A condition requiring this revision is included herein.

9. **2010 Prince George's County Landscape Manual:** Per Section 27-450 of the Zoning Ordinance, landscaping, screening, and buffering for the property, is subject to the provisions of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Specifically, this application is subject to the requirements of Section 4.1, Residential Requirements; Section 4.3, Parking Lot Requirements; Section 4.7, Buffering Incompatible Uses; Section 4.9, Sustainable Landscaping Requirements; and Section 4.10, Street Trees Along Private Streets, of the Landscape Manual. The landscape schedules have been provided showing conformance, with the exception of Section 4.10. Alternative Compliance AC-21024 has been filed with this DSP from

the requirements of Section 4.10, Street Trees Along Private Streets, of the Landscape Manual, for the location of the required planting strip to be behind the sidewalk along Private Roads A, B, C, D, E, F, G, H, and I. Specifically, the applicant is seeking relief, as follows:

Section 4.10, Street Trees Along Private Rights-of-Way

REQUIRED: Section 4.10(c)(1), Street Trees Along Private Road A

Length of Landscape Strip	750 linear feet
Width of Landscape Strip	5 feet
Shade Trees (1 per 35 linear feet)	22

APPROVED: Section 4.10(c)(1), Street Trees Along Private Road A

Length of Landscape Strip	750 linear feet
Width of Landscape Strip	10 feet
Shade Trees	23

REQUIRED: Section 4.10(c)(1), Street Trees Along Private Road B

Length of Landscape Strip	171 linear feet
Width of Landscape Strip	5 feet
Shade Trees (1 per 35 linear feet)	5

APPROVED: Section 4.10(c)(1), Street Trees Along Private Road B

Length of Landscape Strip	171 linear feet
Width of Landscape Strip	10 feet
Shade Trees	5

REQUIRED: Section 4.10(c)(1), Street Trees Along Private Road C

Length of Landscape Strip	143 linear feet
Width of Landscape Strip	5 feet
Shade Trees (1 per 35 linear feet)	5

APPROVED: Section 4.10(c)(1), Street Trees Along Private Road C

Length of Landscape Strip	143 linear feet
Width of Landscape Strip	10 feet
Shade Trees	5

REQUIRED: Section 4.10(c)(1), Street Trees Along Private Road D

Length of Landscape Strip	1,541 linear feet
Width of Landscape Strip	5 feet
Shade Trees (1 per 35 linear feet)	44

APPROVED: Section 4.10(c)(1), Street Trees Along Private Road D

Length of Landscape Strip	1,541 linear feet
Width of Landscape Strip	10 feet
Shade Trees	53

REQUIRED: Section 4.10(c)(1), Street Trees Along Private Road E

Length of Landscape Strip	770 linear feet
Width of Landscape Strip	5 feet
Shade Trees (1 per 35 linear feet)	22

APPROVED: Section 4.10(c)(1), Street Trees Along Private Road E

Length of Landscape Strip	770 linear feet
Width of Landscape Strip	10 feet
Shade Trees	22

REQUIRED: Section 4.10(c)(1), Street Trees Along Private Road F

Length of Landscape Strip	327 linear feet
Width of Landscape Strip	5 feet
Shade Trees (1 per 35 linear feet)	10

APPROVED: Section 4.10(c)(1), Street Trees Along Private Road F

Length of Landscape Strip	327 linear feet
Width of Landscape Strip	10 feet
Shade Trees	16

REQUIRED: Section 4.10(c)(1), Street Trees Along Private Road G

Length of Landscape Strip	300 linear feet
Width of Landscape Strip	5 feet
Shade Trees (1 per 35 linear feet)	9

APPROVED: Section 4.10(c)(1), Street Trees Along Private Road G

Length of Landscape Strip	300 linear feet
Width of Landscape Strip	10 feet
Shade Trees	12

REQUIRED: Section 4.10(c)(1), Street Trees Along Private Road H

Length of Landscape Strip	843 linear feet
Width of Landscape Strip	5 feet
Shade Trees (1 per 35 linear feet)	25

APPROVED: Section 4.10(c)(1), Street Trees Along Private Road H

Length of Landscape Strip	843 linear feet
Width of Landscape Strip	10 feet
Shade Trees	24

REQUIRED: Section 4.10(c)(1), Street Trees Along Private Road I

Length of Landscape Strip	893 linear feet
Width of Landscape Strip	5 feet
Shade Trees (1 per 35 linear feet)	26

APPROVED: Section 4.10(c)(1), Street Trees Along Private Road I

Length of Landscape Strip	893 linear feet
Width of Landscape Strip	10 feet
Shade Trees	27

Justification

The applicant is requesting alternative compliance from Section 4.10(c)(1), Street Trees Along Private Streets, of the Landscape Manual, which requires a five-foot-wide landscape strip between the street curb or edge of paving and the sidewalks to accommodate street trees. The applicant is proposing front-loaded townhouses with associated driveways connecting directly to private roadways, which necessitates the sidewalk to be located directly adjacent to the curb,

rather than behind a landscape strip. As a result, the landscape strip typically required for street trees is non-existent; alternatively, a 10-foot-wide planting strip is provided behind the sidewalk, except where there are driveways. This alternative design allows for more planting area for each proposed street tree.

Section 4.10 of the Landscape Manual requires one street tree to be planted for every 35 linear feet of private street frontage. Private Roads A through I total 5,738 linear feet in length. Using this formula, the applicant would be required to plant 164 street trees but is proposing 187 street trees.

The Planning Board finds the applicant's proposal equally effective as normal compliance with Section 4.10, as it provides an excess of both the number of street trees and planting area while allowing front-loaded townhouses with driveways connecting directly to private roadways. Specifically, the applicant will plant 23 additional street trees, which is 14 percent more than the normal requirements of the Landscape Manual.

The Planning Board APPROVES Alternative Compliance AC-21024 granting relief from the requirements of Section 4.10, Street Trees Along Private Rights-of-Way, of the 2010 *Prince George's County Landscape Manual*, along Private Roads A through I, to allow the planting strip to be located behind the sidewalks, as proposed on the site plan.

10. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This project is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) and the Environmental Technical Manual because the application was subject to a new PPS. A Type 2 Tree Conservation Plan (TCP2-044-2021) has been submitted for review that covers the area of this DSP.

    The woodland conservation threshold for this 70.11-acre property is 15 percent of the net tract area, or 9.02 acres. The total woodland conservation requirement, based on the amount of clearing proposed, is 14.69 acres. This requirement is proposed to be satisfied with 3.80 acres of on-site preservation, 4.86 acres of on-site afforestation, and the remainder of the requirement, 6.03 acres, is proposed to be met with off-site woodland conservation credits. Technical revisions to the TCP2 are required and have been included as conditions in this approval.

11. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, of the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties zoned C-S-C are required to provide a minimum of 10 percent of the gross tract area covered by tree canopy. The development included in this portion of the site is 52.18 acres in size and the required TCC is 5.21 acres. A table was provided on the plan demonstrating conformance with the requirements of the Tree Canopy Coverage Ordinance.

12. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The Planning Board has reviewed and adopts referral comments that are incorporated herein by reference and summarized, as follows:

a. **Historic Preservation**—In a memorandum dated January 19, 2022 (Stabler to Bishop), it is noted that Phase III archeological investigations were completed on-site (18PR857) and that no further archeological investigations are necessary on the subject property. The artifacts from the Phase III archeological investigations have not yet been curated with the Maryland Archaeological Conservation Laboratory in St. Leonard, Maryland and this condition is still outstanding. All other previous conditions regarding the archeological investigations have been satisfied.

The subject property does not contain and is not adjacent to any Prince George's County designated historic sites or resources. The Planning Board approves the subject application with no Historic Preservation conditions.

b. **Community Planning**—In a memorandum dated February 16, 2022 (Lester to Bishop), it is noted that this application is in the Established Communities growth policy area. The vision for the Established Communities is context-sensitive infill of low- to medium-density. In addition, it was noted that Bowie Master Plan and SMA recommends commercial land uses on the subject property. Master plan conformance is not required for this application.

c. **Transportation Planning**—In a memorandum dated February 25, 2022 (Masog to Bishop), an evaluation of the transportation issues with the application were provided and are incorporated into the findings of this report. A review of the on-site circulation related to vehicular and pedestrian transportation was found acceptable, and the Planning Board determines that the DSP meets the findings for transportation purposes, subject to conditions that have been included herein.

d. **Subdivision**—In a memorandum dated February 18, 2022 (Heath to Bishop), an evaluation of the subdivision-related issues of the application was provided and is incorporated into Finding 8. Technical revisions and corrections related to general notes have been included in this approval.

e. **Environmental Planning**—In a memorandum dated February 17, 2022 (Rea to Bishop), environmental planning comments were provided related to the DSP that are summarized below. The Planning Board approves the TCP2 and additional PMA impacts, subject to conditions in this approval.

Natural Resources Inventory Plan/Existing Features
An approved Natural Resources Inventory (NRI-029-07-04) was submitted with the application. The site contains 100-year floodplain, wetlands, streams, and steep slopes that comprise the primary management area (PMA). The NRI indicates the presence of one forest stand labeled as Stand 1, and 36 specimen trees identified; 8 trees are considered off-site with 28 on-site. The TCP2 and the DSP show all required information correctly, in conformance with the NRI.

Specimen Trees
Section 25-122(b)(1)(G) of the WCO requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the Technical Manual." A total of 38 specimen trees were identified on the approved NRI and at the time of PPS 4-19050 review, a total of 15 trees were proposed for removal. At time of the Planning Board hearing for PPS 4-19050, the Board made the finding for approval of the removal of the 15 specimen trees. The specimen trees approved for removal are 1–7, 9, 16–20, 37, and 38.

Preservation of Regulated Environmental Features/Primary Management Area
This site contains regulated environmental features that are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5) of the Prince George's County Subdivision Regulations. The on-site regulated environmental features include streams, stream buffers, wetlands, wetland buffers, 100-year floodplain, and steep slopes.

Section 24-130(b)(5) states "Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of REF in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature. All Regulated Environmental Features shall be placed in a conservation easement and depicted on the final plat."

Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by the Prince George's County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. SWM outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code. The SOJ must address how each on-site impact has been avoided and/or minimized.

Statement of Justification
An SOJ and associated exhibits were submitted on December 28, 2021, for eight impacts. The presented eight impacts are a combination of on-site and off-site locations, which are generally located on the western portion of the site. Off-site impacts are not part of the application because they are not located within the boundary of the property; however, they are considered as part of the overall impact. The off-site impacts are required for the right-of-way improvements to Mill Branch Road and US 301, as part of Maryland State Highway Administration Permit 10-AP-PG-004. The on-site proposed Impact 3 is a total of 1.30 acres and was previously approved under PPS 4-19050. Impact 7, for a total of 0.08 acre, has been added for approval.

The current SOJ and associated exhibit reflect eight proposed impacts to regulated environmental features associated with the proposed development, totaling approximately 2.65 acres. All proposed impacts are permanent and are described as either on-site or off-site impacts. The off-site impacts total 1.27 acres, and the on-site impacts total 1.38 acres. As previously stated, the following analysis will review only the on-site impacts, 3 and 7, as requested by the applicant. Based on the SOJ, the applicant is requesting a total of two on-site impacts listed, then described below:

Impact 3–Wetland and Wetland Buffer Impact
Impact 3 is for the disturbance of 1.30 acres of wetlands located on the western portion of the site. This wetland straddles the western property boundary, and the portion of the wetland located off-site will be impacted by the grading required for US 301 right-of-way improvements. The resulting portion of wetland left undisturbed by the right-of-way improvement grading is located within a highly developable part of the site. The applicant analyzed the potential of constructing a retaining wall to preserve the wetlands, however, a geotechnical review determined that the existing wetland soils would not be suitable due to groundwater. The preservation of this small, isolated wetland is not feasible. This impact was previously approved under the PPS and remains unchanged.

Impact 7–Stream Buffer and Floodplain Buffer Impacts-Pond Outfall
Impact 7, which was not part of the PPS, is for the disturbance of 0.08 acre of stream and floodplain buffers for the pond outfall pipe and rip-rap pad. This development is required to detain a 100-year storm, and in order to meet this requirement, a SWM pond is proposed to be built. The pond outfall extends into an on-site, unnamed tributary to the Green Branch Tributary. The area along the pond outfall easement will be afforested and preserved to the fullest extent possible.

Summary
After evaluating the applicant's SOJ for proposed impacts to regulated environmental features, the Planning Board approved proposed Impacts 3 and 7. Impact 3 was previously approved under the PPS and remains unchanged. Impact 7 is new and is approved with this application.

Scenic and Historic Roads
Mill Branch Road is designated as a scenic and historic road in the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and has the functional classification of freeway near the intersection of US 301. The MPOT includes a section on special roadways, which includes designated scenic and historic roads, and provides specific policies and strategies which are applicable to this roadway, including to conserve and enhance the viewsheds along designated roadways. Any improvements within the right-of-way of an historic road are subject to approval by the County under the Design Guidelines and Standards for Scenic and Historic Roads.

Stormwater Management (SWM)
An SWM Concept Approval (03-0621-205NE14), from the City of Bowie, was submitted with the application for this site. The plan proposes to construct numerous bioswales, drywells, infiltration trenches, micro-bioretention facilities, and one SWM pond. No SWM fee for on-site attenuation/quality control measures is required. This stormwater approval expires June 28, 2024. No further action regarding SWM is required with this DSP review.

f. **Permit Review**—In a memorandum dated February 15, 2022 (Glascoe to Bishop), permit-related comments were provided. The Planning Board notes that comments have been addressed by revisions to the plans, or have been included as conditions of approval, as appropriate.

g. **Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated March 3, 2022 (Sun to Bishop), DPR provided an evaluation of the application that is incorporated into the findings of this report, and recommended approval of the DSP to ensure access is provided to the future Green Branch Athletic Complex.

h. **Prince George's County Fire/EMS Department**—At the time of this approval, the Fire/EMS Department did not offer comments on this application.

i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated January 14, 2022 (Giles to Bishop), DPIE offered comments on the subject application regarding road and site improvements and noted that the proposed site plan is consistent with the SWM Concept Plan 03-0621-205NE14 approved by the City of Bowie. Other comments were provided and will be addressed during their separate permitting process.

j. **Prince George's County Police Department**—At the time of this approval, the Police Department did not offer comments on the subject application.

k. **Prince George's County Health Department**—At the time of this approval, the Health Department did not offer comments on the subject application.

l. **Maryland State Highway Administration (SHA)**—SHA indicated in an email dated February 14, 2022 (Woodruffe to Bishop) that they are continually coordinating with the applicant and did not offer additional comments on the subject application.

m. **Washington Suburban Sanitary Commission (WSSC)**—In an email dated January 6, 2022 (Katwal to Bishop), WSSC provided water, sewer, and associated easement conditions to be addressed at time of permitting.

n. **City of Bowie**—In a memorandum dated March 1, 2022 (Adams to Hewlett), the City of Bowie indicated that they reviewed the subject application, and the City Council held a meeting to discuss the DSP on February 22, 2022. The Council voted to recommend approval of DSP-20003, with a condition that the applicant include a goal of providing 10 percent of the units as work force housing. However, this requirement is not regulated by the Prince George's County Zoning Ordinance.

13. Based on the foregoing and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP will, if approved with the proposed conditions below, represent a most 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.

14. As required by Section 27-285(b)(4), which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:

(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).

Based on the level of design information available at the present time, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible, based on the limits of disturbance shown on the impact exhibit and the conditions included herein. Eight PMA impacts were presented, six of these impacts are located off-site and two are on-site. The Planning Board approves the two proposed on-site, Impacts 3 and 7. Impact 3 was previously approved under the PPS and remains unchanged. Impact 7 is a new request and is approved, as discussed herein.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Type 2 Tree Conservation Plan TCP2-044-2021 and APPROVED Alternative Compliance AC-21024, and further APPROVED Detailed Site Plan DSP-20003 for the above-described land, subject to the following conditions:

1. Prior to certificate approval of this detailed site plan (DSP), the applicant shall:

a. Provide four bicycle parking spaces using inverted U-style racks within 100 feet of each primary multifamily building entrance.

b. Provide six bicycle parking spaces using inverted U-style racks within 100 feet of the clubhouse building entrance.

c. Correct General Note 41(c) to indicate the correct number of minimum feet the bleeding control kits shall be located from any employee.

d. Show locations of sharrows on Mill Branch Road.

e. Show locations of short-term and long-term bicycle parking.

f. Indicate that the timing triggers in the table of the recreational facilities are for the construction of said facilities and provide the specific building permit number with which they are associated. For example, the construction of the tot lot shall be completed prior to approval of the 51st townhouse building permit.

g. Add the site plan notes, and revise the architecture, if necessary, as follows:

- "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."
- "No two townhouse units located next to, or across the street from each other may have identical front elevations."
- "All townhouse side elevations shall include a minimum of two standard features. Every highly visible townhouse side elevation shall include full brick, stone, stucco, or other masonry treatment on the first floor combined with at least three windows, doors, or other substantial architectural features."
- "A minimum of three townhouse dwelling units in any horizontal, continuous, attached group shall have a roof feature containing either a cross gable or dormer window(s)."
- "All townhouse garage doors shall have a carriage-style appearance."
- "All townhouse building groups shall include a minimum of 60 percent of the combined front elevations finished in brick, stone, or other masonry."

h. All rear loaded garage townhouses shall provide either a roof top deck or a minimum four-foot-deep cantilevered deck or a deck(s) attached to the townhouse above the first floor and supported by vertical posts.

i. Label Lots 1, 7, 8, 13, 14, 20, and 21, Block A; Lots 1 and 12, Block B; Lots 1 and 12, Block C; Lots 1, 10, 11, and 20, Block D; Lots 1, 10, 11, and 20, Block E; Lots 1 and 7, Block F; Lots 1 and 34, Block G; Lots 1 and 17, Block H; Lots 1 and 12, Block I; Lots 1, 11, 12, and 20, Block J; and Lots 1 and 8, Block K, as highly visible lots.

j. Provide a note on the DSP to clearly indicate the green building techniques that are used in the buildings.

k. Provide a list of cost estimates of the proposed private recreational facilities on the DSP, separated for the multifamily dwelling units and the single family attached units, and revise the recreational facilities spreadsheet, in accordance with the values and multiplier provided in the *Parks and Recreation Facilities Guidelines*. Provide details and separated values to justify the value of the clubhouse.

l. Provide details of the building-mounted lights and the pole for the site lighting.

m. Update the parking and loading schedule to account for the number of required and proposed loading spaces, and clearly label these spaces on the site plan.

n. Provide templates on the DSP and architectural elevations with dimensions for all proposed townhouse units and remove the rendered elevations.

o. Provide plans and details for the pool area, including, but not limited to dimensions, fencing, shade, and seating.

p. Provide a note indicating the proposed density for the multifamily and townhouse dwelling units.

q. Provide pet waste stations, with bags, along the pedestrian path surrounding the stormwater pond on Parcel 18.

2. Prior to certification of the detailed site plan, the Type 2 tree conservation plan shall be revised, as follows:

a. Add an Environmental Planning Section approval box to sheet 11.

b Add planting lists for afforestation areas 1 and 2.

c. Correctly label the woodland preservation area below the pond.

3. Prior to certification of the Type 2 tree conservation plan (TCP2) for this site, documents for the required woodland conservation easements shall be prepared and submitted to the Environmental Planning Section for review of legal sufficiency by the Maryland-National Capital Park and Planning Commission's Office of the General Counsel, and submission to Prince George's

County Land Records for recordation. The following note shall be added to the standard TCP2 notes on the plan, as follows:

> "Woodlands preserved, planted, or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded in the Prince George's County Land Records at Liber _____ Folio____. Revisions to this TCP2 may require a revision to the recorded easement."

4. Prior to final plat approval, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the common entity established for ownership of Parcel 18 includes the townhouse lots or contains provisions for unfettered access and use of the amenities on Parcel 18 by the townhouse lot owners.

5. The proposed private recreational facilities shall be constructed and inspected by the Maryland-National Capital Park and Planning Commission, in accordance with the following schedule:

   a. Construct the playground and recreational facilities on Parcel E, prior to approval of the 51st townhouse building permit.

   b. Construct the playground and recreational facilities on Parcel K, prior to approval of the 101st townhouse building permit.

   c. Construct the multifamily clubhouse and pool, prior to approval of the third multifamily building permit.

   d. Construct the trail and recreational facilities on Parcel 18, prior to approval of the 150th townhouse building permit.

   It is occasionally necessary to adjust the precise timing of the construction of recreational facilities, as more details concerning grading and construction become available. Phasing of the recreational facilities may be adjusted by written permission of the Prince George's County Planning Board, or its designee, under certain circumstances, such as the need to modify construction sequence due to engineering necessity. An increase in the number of permits allowed to be released, prior to construction of any given facility, shall not exceed 10 percent over the number originally approved by the Planning Board.

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.

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This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner, and Hewlett voting in favor of the motion at its regular meeting held on Thursday, March 24, 2022, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 7th day of April 2022.

Peter A. Shapiro
Chairman

By Jessica Jones
Planning Board Administrator

PAS:JJ:NAB:rpg

Approved for Legal Sufficiency
M-NCPPC Office of General Counsel

Dated 3/30/22

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

PGCPB No. 2023-88 File No. DSP-20003-01

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, Dash In Food Stores, Inc., submitted an application for approval of a detailed site plan; and

WHEREAS, pursuant to Section 27-1704(e) of the Zoning Ordinance, which allows for subsequent revisions or amendments to an approved project to continue to be reviewed and decided under the Zoning Ordinance and Subdivision Regulations under which it was approved; 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 27, 2023, regarding Detailed Site Plan DSP-20003-01 for Dash In – Mill Branch, the Planning Board finds:

1. **Request:** This detailed site plan (DSP) amends DSP-20003, for construction of a gas station with a 4,809-square-foot food or beverage store. The subject property is part of a larger 70.11-acre mixed-use development called Mill Branch Crossing. This is the first DSP for commercial development within the Mill Branch Crossing site. A car wash is also proposed on the property, which is permitted with the approval of a special exception in the prior Commercial Shopping Center (C-S-C)-Zone. Therefore, the proposed car wash is not included in the subject DSP.

2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	CGO	CGO*
Use(s)	Vacant	Proposed Gas Station, Food or Beverage Store
Gross Acreage	3.19	3.19
Total Gross Floor Area	0	4,809 sq. ft.

Note: *This DSP is reviewed pursuant to the prior Prince George's County Zoning Ordinance, and the prior C-S-C zoning of the subject property. The subject DSP-20003-01 was accepted for review on February 8, 2023. The acceptance documents, a revised statement of justification (SOJ) submitted on March 9, 2023, and revised site plans submitted on June 20, 2023, were used for the analysis contained herein.

Other Development Data

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

	Required	Provided
Food and Beverage Store	1 space per 150 sq. ft. of GFA of the first 3,000 sq. ft. 1 space per 200 sq. ft. of GFA above the first 3,000 sq. ft.	1 x (3,000/150) + 1 x (1,809/200) + = 30 parking spaces
Gas Station	1 space per each employee	1 x 2 employees
Total Parking Required	**32**	
Total Parking Provided		**31**
Non-standard spaces* (9.5 feet x 20 feet)	-	4
Non-standard spaces* (10 feet x 20 feet)	-	12
Compact parking *** (9 feet by 20 feet)	-	7
Compact parking *** (8 feet by 20 feet)	-	3
Parallel parking (8 feet by 22 feet)	-	3
Handicap Van-accessible (8 feet by 20 feet)	2	2

Note: *Per Section 27-558(a) of the prior Zoning Ordinance, the minimum size of a standard car parking space is 9.5 feet by 19 feet. This DSP approves 4 parking spaces with a size of 9.5 feet by 20 feet, and 12 parking spaces with a size of 10 feet by 20 feet.

**Per Section 27-558(a), the minimum size of a compact car parking space is 8 feet by 16.5 feet. This DSP approves 7 compact parking spaces with a size of 9 feet by 20 feet, and 3 compact parking spaces with a size of 8 feet by 20 feet. The total number of compact parking spaces is 10, which meets the maximum number allowed per Section 27-559(a) of the prior Zoning Ordinance.

The total number of required parking spaces is 32, whereas the site plan reflects only 31. Prior to certification, the applicant shall either reduce the total gross floor area of the convenience store, or provide the minimum required number of parking spaces on-site. The parking calculations shall also be revised to reflect the correct number of required parking spaces.

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

	Required	Provided
Gas Station with a Food and Beverage Store	1 space (12 feet x 33 feet)	
Total		1 space (12 feet x 33 feet)

Note: *The subject site plan approves one loading space, in accordance with the requirements of Section 27-582(a), which lists the following requirement:

- One space per 2,000–10,000 square feet of gross floor area of retail sales and service (per store)

3. **Location:** The subject property is known as Outlot 15 of Mill Branch Crossing. It is located on the east side of US 301 (Robert Crain Highway), approximately 1,500 feet north of its intersection with Mill Branch Road, in Planning Area 71B and Council District 4. The property is subject to the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* (master plan).

4. **Surrounding Uses:** The 3.19-acre site is bound to the west by US 301, with vacant land in the Commercial, General and Office (CGO) Zone (prior C-S-C-Zone) to the east. This land is also part of the overall Mill Branch Crossing development and proposed for future commercial development. To the north is vacant land in the Agriculture-Residential and CGO Zones; to the south is a public right-of-way for US 301, for a service road and a private roundabout (to be improved as part of the overall Mill Branch Crossing development), which provides access to the subject property.

5. **Previous Approvals:** The 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B* reclassified the subject property from the prior Residential Agricultural Zone to the prior C-S-C Zone. The 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* retained the property in the prior C-S-C Zone.

   In 2019, the Prince George's County District Council approved Prince George's County Council Bill CB-45-2019, to amend Section 27-461, the Commercial Zone Table of Uses, of the prior Zoning Ordinance, for the purpose of permitting by right a gas station, food or beverage store in combination with a gas station, apartment housing for the elderly or physically handicapped, dwelling, multifamily, and townhouse uses in the C-S-C Zone, under certain circumstances.

   Preliminary Plan of Subdivision (PPS) 4-19050 was approved by the Prince George's County Planning Board on March 18, 2021 (PGCPB Resolution No. 2021-42), for the future development of 190 single-family attached dwellings, 408 multifamily dwelling units, a 150-room hotel, and 77,635 square feet of commercial, retail, and office uses. The PPS covers 70.1 acres, while this DSP amendment covers 3.19 acres in the northwestern corner of the subdivision. This DSP approves one parcel, Parcel 15, which is consistent with what is shown on the PPS. The subject DSP amendment is the first DSP submitted for commercial development

within the subdivision, and it is within the commercial square footage approved with the PPS. Therefore, a new PPS is not required at this time.

The first DSP for the overall Mill Branch Crossing development, DSP-20003, was approved by the Planning Board on March 24, 2022 (PGCPB Resolution No. 2022-35). This DSP approved the residential component and infrastructure improvements on the remainder of the site for future commercial development, including this subject site.

On November 29, 2021, the District Council approved Prince George's County Council Resolution CR-136-2021, the Countywide Sectional Map Amendment, which reclassified the subject property from the C-S-C Zone to the CGO Zone.

The site also has a Stormwater Management (SWM) Concept Approval (03-0621-205NE14) from the City of Bowie, approved on June 28, 2021, and expires on June 28, 2024.

6. **Design Features:** The DSP includes construction of a gas station, with 16 gasoline fueling stations and a 5,796-square-foot metal canopy, 2 diesel fueling stations, and a 4,809-square-foot food or beverage store, specifically, a Dash In store. A 3,059-square-foot car wash is also proposed on the property, which is not part of this DSP approval, and will be reviewed and permitted as part of a separate Special Exception (SE-22006) application. The car wash, while not reviewed with this DSP, uses access driveways and other site amenities, such as the trash enclosure, common with the gas station and the Dash In store. To that end, any revisions to the subject DSP have the potential to impact the special exception site plan once it is approved. Similarly, any revisions to SE-22006 may require concurrent revisions to this DSP. The applicant is cognizant of the interdependence of the two applications and acknowledges that changes to one site plan may require changes to the other site plan. A condition is included herein, to require the applicant to amend the subject DSP, if necessary, to reflect the approved SE-22006 prior to approval of a fine grading permit for the subject property.

The 3.19-acre subject site is irregularly shaped, with the northern portion located within the 100-year floodplain. The property fronts on US 301 to the west, and on its service road to the south. The site is accessed from a roundabout located at its southeast corner, while an egress only driveway is proposed to the US 301 Service Road. The site's topography includes a uniform slope from south to north and will be mass-graded, as approved under DSP-20003. An approximately 530-foot-long retaining wall is shown along the northern edge, to maximize the developable area on the property. The Dash In store is oriented towards US 301, with one access point to the common private driveway it will share with the car wash use on the property. The canopy and gas dispensing stations are located between the Dash In building and US 301.

The car wash, to be approved under SE-22006, will only feature one-way circulation, with the entrance to the car wash lane located along the eastern property border, on the rear side of the convenience store building. This one-way lane allows the car wash to have a queue separate from the remainder of the site, which permits adequate stacking space. The car wash will also be supported by vacuum stalls, which are located between the convenience store building and the car wash. These vacuum stalls are proposed with canopies with overhead lights. Though the car wash

and the vacuum stalls are not part of this DSP, future architecture of these structures should be consistent with the architecture approved with this DSP.

The convenience store is a one-story building, with parking located on two sides. Internal vehicular and pedestrian circulation is provided on-site by driveways and sidewalks around the convenience store building. The sidewalk, however, is not connected to the sidewalk system located along the property frontage or continuous with the overall Mill Branch Crossing development. This is further discussed under Finding 7d. Parking and loading schedules demonstrating conformance with the relevant requirements of Part 11 of the Zoning Ordinance are included on Sheet 4 of the DSP. Two bicycle racks are also provided near the front entrance to the Dash-In store.

The service areas, including the dumpster enclosure and loading space, are located along the northern and southern edges of the parking lot, and will be screened by landscaping. Two of the parking spaces are equipped with electric-vehicle charging stations, to provide an additional vehicle-related service to the customers.

Stormwater for the site is proposed to be managed and treated in a series of SWM facilities located at the periphery of the site.

Architecture
Architectural elevations for the convenience store show a coordinated design theme. The building materials include brick veneer, metal coping, aluminum, glass, and wood that will be in multiple colors including black, white, and brown. Separate architectural elevations are provided and are acceptable, but conditions have been included to label the cardinal directions on the elevations, and to dimension more architectural features. The fuel island canopy columns are finished with thin brick veneer and metal panels, colored to match the materials on the store façade.

Site details include a retaining wall and a dumpster enclosure. The dumpster enclosure uses the same thin brick veneer and metal, as used for the fuel island canopy columns.

The retaining wall is located along the property's northern frontage and is proposed to be a modular concrete block wall, with a maximum height of 16.5 feet. The design details for the retaining wall should be included with the DSP, and a condition has been included accordingly. Furthermore, this retaining wall extends approximately 45 feet into adjoining Outlot 16, which is not included in the subject DSP. A condition is included herein, requiring the applicant to submit another amendment to DSP-20003, to show the off-site grading and the retaining wall and its details on Outlot 16. During the Planning Board hearing on July 27, 023, the applicant informed the Planning Board that a permit for construction of the on-site retaining wall had been issued, and was in construction. The retaining wall, as permitted, uses a different architectural treatment than what was evaluated with this DSP. Therefore, the Planning Board reviewed and approved revisions to the relevant portion in this finding and Condition 5, to reflect this new information.

Lighting
A photometric plan was submitted with this DSP and depicts a lighting design for the site, which includes full cut-off street light fixtures that provide adequate light for safety, in accordance with Crime Prevention Through Environmental Design principles, while preventing light spillage on adjacent properties. Other lighting luminaires on-site include 24 recessed light fixtures mounted under the fuel island canopy, and wall-mounted fixtures on all four façades of the building. The placement of the light fixtures, with respect to landscaping, was reviewed to ensure that the landscape trees, when they reach their mature height and breadth, will not interfere with the lighting. The lighting details, however, should use images of higher resolution, and shall be required to be corrected prior to signature approval. In addition, details of the building-mounted lights shall be provided on the DSP.

Signage
The signage design provided for the development was reviewed for conformance with the requirements of Part 12 of the prior Zoning Ordinance, for signs in the C-S-C Zone. The site design includes one freestanding pylon sign, three building-mounted signs, fueling canopy signs, regulatory, and directional signs. The signage related to the proposed car wash and vacuum stalls, including a clearance bar and menu board, will be reviewed and approved with SE-22006. The single freestanding sign is 65 square feet in area and is located on the southwest corner of the site, to be visible from US 301. It will display the Dash In franchise logo and the prices of various gasoline fuels. The sign is approved and meets the requirements of Section 27-614 of the prior Zoning Ordinance, for freestanding signs.

Section 27-613(c)(3)(A) to (G) of the prior Zoning Ordinance lists regulations regarding permissible sign areas in commercial zones on buildings and canopies. The signage included with this DSP is consistent and compatible with the architecture of the site. However, the DSP does not include details for the signs shown on the side building elevations, the logos etched on the glass doors, and site address signage, if any. Conditions have been included herein, requiring the applicant to provide signage details for the remaining building signs. The signage calculations shall also be revised to address Section 27-613(c)(3)(G), which regulates how the permissible sign area is to be divided between a building and a canopy.

Additional parking and directional signage are included to assist with wayfinding on-site. The dimensions and details for the proposed directional signs are, however, not provided. A condition has been included herein, requiring that details be provided to demonstrate that the directional signage is acceptable and meets the requirements of Section 27-631 of the prior Zoning Ordinance, for directional signs.

Green Building Techniques
The following list was provided by the applicant and outlines some of the project's sustainability features. The following strategies are proposed:

- Low flow plumbing fixtures with automatic shutoffs to reduce water usage.

- Light-emitting diode (LED) light fixtures for inside and outside to reduce energy usage.
- Predominant use of light-colored concrete for vehicular surfaces to reduce heat effect.
- Predominant use of drought tolerant native vegetation to reduce water usage and promote local wildlife.
- Implementation of erosion and sediment control.
- Heating, Ventilation, and Air Conditioning (HVAC) system to be Seasonal Energy Efficiency Ratio (SEER) 13+.
- Collection of recyclables and goal for zero waste.
- Low Volatile Organic Compound (VOC) materials (i.e., adhesives, sealants, and carpet).
- Upgraded thermal insulation.

These green building techniques are only listed in the SOJ for the application. Therefore, it is conditioned herein, that the applicant include a note on the DSP to indicate the green building techniques that will be used.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject DSP has been reviewed for compliance with the requirements of the prior C-S-C Zone and the site design guidelines of the Zoning Ordinance, as follows:

   a. The subject DSP is in conformance with the requirements of Section 27-461(b) of the prior Zoning Ordinance, which governs uses in commercial zones. A food or beverage store in combination with a gas station is a permitted use in the C-S-C Zone, subject to Footnote 80, which requires approval of a DSP subject to specific criteria, as follows:

      1. The property is a minimum of fifty (50) acres in size at the time of preliminary plan of subdivision; and

      The entirety of the property included in this DSP exceeds the minimum size and is 70.11 acres.

2. A Detailed Site Plan is required as a condition of preliminary plan of subdivision and shall be approved in accordance with Part 3, Division 9 of this Subtitle and Section 27-358(a)(1), (2), (4), (5), (6), (7), (8), (9), and (10). The detailed site plan shall include architectural review and approval of building elevations and materials. The development regulations as provided for in Section 27-454(d) shall apply.

This DSP was filed to address the above criterion. Building elevations and materials are included in the DSP. In addition, this DSP complies with Section 27-358(a)(1), (2), (4), (5), (6), (7), (8), (9), and (10) of the prior Zoning Ordinance, as demonstrated below:

Section 27-358

(a) A gas station may be permitted, subject to the following:

(1) The subject property shall have at least one hundred and fifty (150) feet of frontage on and direct vehicular access to a street with a right-of-way width of at least seventy (70) feet;

The subject property has approximately 276 feet of frontage on US 301, and direct vehicular access to the US 301 Service Road, which is at least 70 feet wide.

(2) The nearest gas pump on the subject property shall be located at least three hundred (300) feet from any lot on which a school, outdoor playground, library, hospital, or a structure used as a residence is located;

There are no schools, outdoor playgrounds, libraries, hospitals, or residences located within 300 feet of the subject property.

(4) The storage or junking of wrecked motor vehicles (whether capable of movement or not) is prohibited;

The applicant does not propose the storage or junking of wrecked motor vehicles on the subject property.

(5) Access driveways shall be not less than thirty (30) feet wide unless a lesser width is allowed for a one-way driveway by the Maryland State Highway Administration or the County Department of Permitting, Inspections, and Enforcement, whichever is applicable, and shall be constructed in compliance with the minimum standards required by the County Road Ordinance or Maryland State Highway

Administration regulations, whichever is applicable. In the case of a corner lot, a driveway may begin at a point not less than twenty (20) feet from the point of curvature (PC) of the curb return or the point of curvature of the edge of paving at an intersection without curb and gutter. A driveway may begin or end at a point not less than twelve (12) feet from the side or rear lot line of any adjoining lot;

The DSP shows one 44.8-foot-wide full access driveway and one 15-foot-wide one-way access driveway. The driveways are proposed to be constructed in compliance with the applicable construction standards. The property is not a corner lot. The 44.8-foot-wide driveway is located more than 12 feet from the side lot line of adjoining Outlot 16.

(6) Access driveways shall be defined by curbing;

Both of the approved access driveways are defined by curbing.

(7) A sidewalk at least five (5) feet wide shall be provided in the area between the building line and the curb in those areas serving pedestrian traffic;

All on-site sidewalks are at least 5 feet wide.

(8) Gasoline pumps and other service appliances shall be located at least twenty-five (25) feet behind the street line;

All gas pumps and service appliances are located at least 25 feet behind the street line.

(9) Repair service shall be completed within forty-eight (48) hours after the vehicle is left for service. Discarded parts resulting from any work shall be removed promptly from the premises. Automotive replacement parts and accessories shall be stored either inside the main structure or in an accessory building used solely for storage. The accessory building shall be wholly enclosed. The building shall either be constructed of brick (or another building material similar in appearance to the main structure) and placed on a permanent foundation, or it shall be entirely surrounded with screening material. Screening shall consist of a wall, fence, or sight-tight landscaping material, which shall be at least as high as the accessory building. The type of screening shall be shown on the landscape plan.

The applicant is not proposing to repair vehicles on the subject property.

(10) Details on architectural elements such as elevation depictions of each facade, schedule of exterior finishes, and description of architectural character of proposed buildings shall demonstrate compatibility with existing and proposed surrounding development.

Architectural elevations for the approved food or beverage store and the gas station canopy are consistent and compatible with the surrounding development and similar uses along US 301.

b. The DSP shows a site layout that is consistent with the requirements of Section 27-462(b) of the prior Zoning Ordinance and meets the specific regulations for development in commercial zones relating to setbacks.

c. The DSP is in conformance with the purpose of DSPs contained in Section 27-281 of the prior Zoning Ordinance.

Section 27-281. – Purpose of Detailed Site Plans.

(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 plan;

(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.

(c) Specific purposes.

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

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

(B) To show specific grading, planting, sediment control, tree preservation, and storm water management features proposed for the site;

(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

(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.

The approved development promotes the intended purposes of the DSP. All proposed buildings and structures are located on the plan. There is adequate parking provided for the site. Grading, SWM, and tree preservation areas are also shown on the DSP. The proposed use is permitted and there are green areas shown on the plan, with adequate on-site landscaping, as demonstrated on the landscaping plan.

d. The DSP is in conformance with the applicable site design guidelines contained in Section 27-274, and as cross-referenced in Section 27-283 of the prior Zoning Ordinance.

Section 27-283. – Site design guidelines.

(a) The Detailed Site Plan shall be designed in accordance with the same guidelines as required for a Conceptual Site Plan (Section 27-274).

(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 27-286.

The approved development conforms with the design guidelines indicated in the following analysis of Section 27-274. The guidelines below are applicable to the development of a proposed gas station with a food or beverage store in the C-S-C-Zone. The guidelines have not been modified, in accordance with Section 27-286 of the prior Zoning Ordinance.

Section 27-274(a). - Design Guidelines

(1) General.

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

The approved development is not subject to a conceptual site plan.

(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 (in part).

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

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

(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 is accessed from the Lola Lane/Service Road roundabout via a right-in/ right-out and a right-out/egress only. This site does not have direct access to or from US 301. Internal circulation is provided via wide drive aisles which support bi-directional traffic. A right-out/egress only driveway is provided along the southern portion of the site that will access the Lola Lane/Service Road. “Do Not Enter” and “Stop” signs are provided at this location along with a stop bar pavement marking, striped crosswalk, and associated Americans with Disabilities Act (ADA) ramps.

A proposed car wash is shown on the plan which will be reviewed under SE-22006. However, since the location of the entrance to the car wash is located near the site access point from the roundabout, it was considered during the review of this DSP. During the review of the site plan, concerns were raised regarding the vehicular conflicts that would occur at the roundabout access point. The wide drive aisle at the site entry, the entrance to the car wash, as well as the proposed parking spaces near the building, would impact vehicles entering and exiting the site. The applicant revised the plans to include additional directional signage, striping, directional arrows, a stop bar, a "Stop" sign, a crosswalk, ADA ramps, and eliminated a lane from the car wash; thereby restricting vehicles from exiting the car wash in that location. This will accomplish safe and efficient pedestrian and vehicular movement on-site. However, a condition is included herein, to ensure that a minimum 5-foot-wide clear pedestrian path is provided around the Dash In store.

In order to provide safe pedestrian movement on-site, a direct pedestrian route shall be provided from the sidewalks shown within the right-of-way at the site access point to the sidewalks surrounding the building. The pedestrian route shall be clearly defined and shall include striped crosswalks when crossing any drive aisles and any associated ADA ramps where necessary.

The parking lot has been designed to provide safe and efficient vehicular and pedestrian circulation within the site. The parking spaces have been designed to be located near the use that it serves, and the parking aisles have been oriented and designed to minimize the number of parking lanes crossed by pedestrians. The DSP includes a total of 31 parking spaces, which is less than the required 32 parking spaces. Prior to certification, the applicant shall either reduce the total gross floor area of the convenience store, or provide the minimum required number of parking spaces on-site. The site plan also reflects one loading space and two bicycle parking spaces at a location near the entrance to the building.

A truck-turning plan was submitted as part of the DSP, to demonstrate on-site truck turning movements with the appropriate design classification for the site.

(3) Lighting.

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

The DSP provides adequate lighting. A photometric plan was provided and full cut-off LED fixtures are shown, harmonious with the surrounding commercial development.

(4) Views.

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

The site design techniques include landscape buffers along both the US 301 frontage and the US 301 Service Road frontage, in keeping with Section 4.2 of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). These landscape buffers will provide adequate screening for the approved food or beverage store building, along with the gas station canopy.

(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.

This DSP meets the tree canopy coverage (TCC) requirements for the applicable zone. An adequate variety of landscaping has been provided within the site, in compliance with the Landscape Manual, and native species are used throughout the development.

(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.

There are site and streetscape amenities, such as the landscape buffers along US 301 and the service road, with a variety of landscape materials that contribute to an attractive development.

(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.

The grading associated with the approved development minimizes environmental impacts and disruption to natural resources on the site and on adjacent sites. A retaining wall is shown along the northern edge of the site, to minimize such disruptions.

(8) Service Areas.

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

All service areas proposed on the site, such as the trash and recycling enclosure, are easily accessible and adequately screened by an 8-foot screen wall and evergreen shrubs.

(9) Public Spaces.

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

There are no public space systems provided as part of this 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.

Architectural elevations were included with this DSP, and it was determined that the building materials, including brick veneer, metal coping, aluminum, glass, and wood that will be in black, white, and brown colors, are harmonious with the building design of the food or beverage store building. Both freestanding and building-mounted signage is included, and the architectural elevations are consistent with the buildings.

8. **Preliminary Plan of Subdivision 4-19050:** The site is subject to PPS 4-19050, which was approved by the Planning Board on March 18, 2021 (PGCPB Resolution No. 2021-42), for 190 lots and 39 parcels for development of 190 single-family attached dwellings, 408 multifamily dwelling units, a 150-room hotel, and 77,635 square feet of commercial development. PPS 4-19050 was approved, subject to 24 conditions, of which the conditions relevant to the review of this DSP amendment are listed below in **bold** text. Analysis of the project's conformance to the conditions follows each one in plain text:

3. **A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in this resolution of approval, shall require the approval of a new preliminary plan of subdivision, prior to approval of any building permits.**

   The subject DSP does not propose a substantial revision to the mix of uses on the subject property which were approved at the time of the PPS. The Subtitle 24 adequacy findings of the PPS are not affected.

4. **Development of this site shall be in conformance with the stormwater management concept plan for this project (01-0614-205NE14, once reapproved by the City of Bowie), and any subsequent revisions.**

   A revision of the SWM concept plan for the overall Mill Branch Crossing development and an associated approval letter (03-0614-205NE14) were submitted with the application. The approval is dated June 28, 2021, and expires on June 28, 2024.

5. **Prior to approval of a final plat, in accordance with the approved preliminary plan of subdivision, the final plat shall include the dedication of public utility easements (PUEs) along all public and private rights-of-way, unless a variation from the PUE requirement is obtained.**

   The property was previously platted as Outlot 15 in Plat Book ME 262 page 52. The plat shows public utility easements (PUEs) on Outlot 15 consistent with PPS 4-19050, and the subject DSP shows PUEs consistent with both the PPS and the plat. The DSP also shows a new proposed PUE on the border between the subject property and Parcel 14, a private road parcel. When the property is re-platted as Parcel 15, the plat will need to show this new PUE.

13. **Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-020-2020). The following note shall be placed on the final plat of subdivision:**

    "This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-016-2020 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

14. Prior to issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision:

> **"This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved."**

The applicant submitted a Type 2 Tree Conservation Plan, TCP2-044-2021-01, with the subject DSP. The TCP2 is in conformance with the approved Type 1 tree conservation plan (TCP1).

15. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area, except for any approved impacts and shall be reviewed by the Environmental Planning Section, prior to approval of the final plat. The following note shall be placed on the plat:

> **"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed."**

The subject property contains primary management area (PMA). The existing plat recorded in Plat Book ME 262 page 52 shows the conservation easement containing the PMA. The subject DSP appears to show the PMA and conservation easement consistent with the existing TCP1 and plat. When the property is re-platted as Parcel 15, the conservation easement will need to be reflected on the new plat.

18. Total development within the subject property shall be limited to uses which generate no more than 909 AM peak-hour trips and 1,231 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

The subject DSP does not propose commercial development exceeding that approved under the PPS; therefore, this condition is met.

20. In conformance with the 2009 *Approved Countywide Master Plan of Transportation*, and the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following improvements, and provide an exhibit that depicts the following improvements, prior to acceptance of any detailed site plan:

a. Bikeway signage and shared lane markings (e.g., "sharrow"), within the right-of-way, along the subject site's frontage of Mill Branch Road, unless modified with written correspondence by the Prince George's County Department of Permitting, Inspections and Enforcement, and/or the Maryland State Highway Administration, as appropriate.

b. Minimum 5-foot-wide sidewalks along both sides of all internal roadways, public or private, excluding alleyways.

c. Minimum 5-foot-wide sidewalks along the full lengths of proposed Roads A, D, and F.

d. A wide crosswalk with a pedestrian island crossing US 301 at Mill Branch Road, unless modified by the Maryland State Highway Administration, with written correspondence.

e. Continental style crosswalk crossing all access points along Private Road A and Chesley Avenue.

f. Long- and short-term bicycle parking, consistent with the 2012 AASHTO *Guide for the Development of Bicycle Facilities,* to accommodate residents and visitors at the proposed multifamily building, hotel, and commercial spaces.

g. Parallel or perpendicular ADA curb ramps at all intersections within the subject site.

These improvements were shown on DSP-20003. Not all of the above facilities (in particular those required along Mill Branch Road) affect the subject site. During review of DSP-2003, Condition 20.f. was reviewed and two new conditions of approval relating to additional bicycle parking at the multifamily building and clubhouse were included. This area is outside of the current application and this condition is enforceable at the time of the appropriate building permit.

21. Prior to approval of the 50th residential townhouse building permit or the permit for the 2nd multifamily building, whichever occurs first, for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall provide (a) full financial assurances, (b) permits for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate operating agency for the following improvement:

a. A continental-style crosswalk crossing the north leg of US 301 at its intersection with Mill Branch Road, unless modified by the Maryland State Highway Administration, with written correspondence.

The amendment to the DSP is for the construction of a gas station with a food or beverage store and does not include any residential development. This condition is enforceable at the time of the appropriate building permit.

24. Prior to issuance of a use and occupancy permit for the development, the applicant and the applicant's heirs, successors, and/or assignees shall:

a. Contact the Prince George's County Fire/EMS Department to request a pre-incident emergency plan for the facility.

b. Install and maintain automated external defibrillators (AEDs), in accordance with the Code of Maryland Regulations (COMAR) requirements (COMAR 30.06.01-05), so that any employee is no more than 500 feet from an AED.

c. Install and maintain bleeding control kits next to fire extinguisher installation and no more than 75 feet from any employee. These requirements shall be noted on the detailed site plan for the development.

These requirements shall be noted on the detailed site plan for the development.

The requirements of this condition are noted in General Note 35 on the coversheet. Therefore, this condition is met for the purposes of this DSP. Conformance to the noted requirements will be evaluated at the time of permitting.

9. **2010 Prince George's County Landscape Manual:** Per Section 27-450 of the prior Zoning Ordinance, landscaping, screening, and buffering for the property are subject to the provisions of the Landscape Manual. Specifically, this DSP is subject to the requirements of 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, of the Landscape Manual. The landscape schedules have been provided showing conformance, except for the Section 4.9 schedule.

The schedule for Section 4.7, Buffering Incompatible Uses, lists 13 shade trees as being provided to meet the minimum requirements. However, the landscape plan only shows 12 shade trees along the property line abutting residential zoned property. The landscape plan shall be revised to show the minimum number of required plant units, in accordance with Section 4.7 of the Landscape Manual.

Section 4.9 of the Landscape Manual requires that a percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) shall be native species.

Specifically, 50 percent of shade and ornamental trees, and 30 percent of evergreen trees and shrubs are required to be native. The landscape schedule shows 38 shade trees, 4 ornamental trees, and 200 shrubs. However, the Section 4.9 schedule on the landscape plan includes only 25 of the proposed 38 shade trees and 189 of the proposed shrubs. The schedule shall be revised to include all proposed plant types.

10. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This project is subject to the Woodland and Wildlife Habitat Conservation Ordinance (WCO) of the Prince George's County Code and the Environmental Technical Manual because the application was subject to a new PPS. TCP2-044-2021-01 was submitted for review which covers the area of the original DSP-20003, and which includes the subject property.

    The woodland conservation threshold for the overall 70.11-acre tract of Mill Branch Crossing is 15 percent of the net tract area, or 9.02 acres. The total woodland conservation requirement, based on the amount of clearing proposed, is 14.69 acres. This requirement is proposed to be satisfied with 3.72 acres of on-site preservation, 4.94 acres of on-site afforestation, and the remainder of the requirement, 6.03 acres, is proposed to be met with off-site woodland conservation credits.

    The TCP2 shows a reduction of woodland preservation by 0.08 acre. This additional clearing shall be accounted for in the woodland conservation worksheet. The total woodland conservation requirement, based on this additional clearing, is 14.77 acres. The woodland conservation worksheet shall be revised to meet the additional 0.08-acre woodland conservation requirement. Prior to certification of the DSP, technical revisions shall be made to the TCP2, as conditioned herein.

11. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of TCC on projects that require a grading permit. Properties zoned C-S-C are required to provide a minimum of 10 percent of the gross tract area covered by tree canopy. The development included in this portion of the site is 3.19 acres in size and the required TCC is 0.32 acre. A table was provided on the plan, demonstrating conformance with the requirements of the Tree Canopy Coverage Ordinance.

12. **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**—In a memorandum dated March 6, 2023 (Stabler and Smith to Shelley), it was indicated that Phase III archeological investigations were completed on the site, and that no further archeological investigations are necessary on the subject property. However, PPS 4-19050 contained a finding concerning submittal of the final study and curation of artifacts from the Phase III archeological investigations, prior to issuance of a grading permit for the overall site. Permits have been filed for grading for portions of the development covered under PPS 4-19050 and DSP-20003, but submittal of the curation of artifacts with the Maryland Archaeological Conservation Laboratory in

Saint Leonard, Maryland is still outstanding. All other previous requirements regarding the archeological investigations have been satisfied. Final copies of the report "A Phase III Archaeological Data Recovery of the Mill Branch Crossing Site (18PR857), Queen Anne District, Prince George's County, Maryland," were submitted on August 11, 2022. A condition is included herein, requiring the applicant to complete the curation of the artifacts from the Phase III archeological investigations, prior to certificate approval of this DSP. Prior to the Planning Board hearing on July 27, 2023, the applicant stated that curation of the artifacts was complete, and provided a copy of the receipt of delivery to the Historic Preservation Section. This condition was, therefore, deleted.

The subject property does not contain and is not adjacent to any Prince George's County designated historic sites or resources.

b. **Community Planning**—In a memorandum dated March 10, 2023 (Bellina to Gupta), it was indicated that this application is in the Established Communities growth policy area. The vision for the Established Communities is context-sensitive infill of low- to medium-density development. In addition, it was noted that the master plan recommends commercial land uses on the subject property. Master plan conformance is not required for this application.

c. **Transportation Planning**—In a memorandum dated June 30, 2023 (Patrick to Gupta), an evaluation of the application was provided and is incorporated into the findings of this resolution. The on-site circulation related to vehicular and pedestrian transportation was found acceptable, and was determined to meet the findings for transportation purposes, subject to conditions included herein regarding pedestrian access. The following comments were presented:

(i) **Master Plan Rights-of-Way**
The subject property fronts US 301 along its western border. The 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the master plan recommend this portion of US 301 as a freeway, with a proposed interchange serving MD 197 (Collington Road) and Ballpark Road. During review of PPS 4-19050, it was determined that the proposed US 301 interchange serving MD 197 and Ballpark Road would have an impact on the northern end of the subject property. To that end, reservation pursuant to Section 24-139 of the prior Prince George's County Subdivision Regulations was considered. Due to the lack of information to support the findings needed to place the needed property in reservation, along with the lack of a legal nexus to require the dedication of the needed property, the PPS was approved without right-of-way preservation for this planned facility.

The DSP is consistent with the MPOT and master plan, as well as PPS 4-19050 and the findings and recommendations contained in the resolution approving that plan.

(ii) **Master Plan Pedestrian and Bicycle Facilities**
The MPOT provides policy guidance regarding multimodal transportation, and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

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 master plan recommends the following facilities within or adjacent to the subject property:

- **12-foot Shared-Use Path: US 301 (both directions).**

DSP-20003 included a 12-foot, shared-use path along US 301 that is shown in the PPS and recommended in the master plan. The current DSP includes a wide sidewalk and associated crosswalks along the service road to the site access at the roundabout.

d. **Subdivision**—In a memorandum dated June 26, 2023 (Diaz-Campbell to Gupta), an evaluation of the application was provided, which is incorporated into Finding 8, and the DSP was found to be in conformance with the approved PPS. Technical revisions and corrections, related to the site plan, have been conditioned herein. Additional comments were presented as follows:

(1) The approved PPS shows Parcel 15 having a single driveway onto to the traffic circle connecting private streets Lola Lane and Chesley Avenue. The DSP, by comparison, shows a second driveway onto the public service road located in between the traffic circle and US 301, a freeway. The proposed second driveway was found to be acceptable, pursuant to Section 24-121(a)(3) of the prior Subdivision Regulations, as the driveway access is to the service road, rather than to the freeway itself. The second driveway also conforms to the access and

circulation approved with the PPS because the traffic evaluation performed with the PPS treated the intersection of the service road and US 301 as the overall access point to the subdivision, rather than the intersection of the service road and the traffic circle. The second driveway is, therefore, an addition to the internal circulation of the subdivision rather than a new access point to the overall site.

(2) The property is currently platted as Outlot 15 recorded in Plat Book ME 262 page 52 of the Prince George's County Land Records. An outlot is not useable as a legal building site, pursuant to Section 24-101(b)(19) of the prior Subdivision Regulations. Therefore, the property must be re-platted as a parcel prior to approval of any building permits.

(3) It is not clear whether the additional PUE provided on the border between the subject property and abutting Parcel 14 was added deliberately, as it was not shown in the project's initial submission, and it was not added in response to any review comments. Prior to certification of the DSP, the applicant shall confirm whether this PUE is proposed or not and, if not, remove it from the plan drawings.

(4) Bearings and distances for the subject property are shown on Sheet DSP-4B, however, this sheet does not show a bearing and distance for the property line bordering US 301.

e. **Environmental Planning**—In a memorandum dated June 23, 2023 (Meoli to Gupta), findings on this application were provided, which are summarized below.

(1) The following applications and associated plans have been previously reviewed for the subject site:

Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
SE-4734	TCPII-016-10	Zoning Hearing Examiner	Approved	6/22/2015	Z.O. No. 12-2015
4-08052	TCP1-22-07	Planning Board	Approved	3/30/2017	09-85(A)
NRI-029-07	N/A	Staff	Approved	5/3/2007	N/A
NRI-029-07-01	N/A	Staff	Approved	9/1/2009	N/A
NRI-029-07-02	N/A	Staff	Approved	3/22/2012	N/A
NRI-029-07-03	N/A	Staff	Approved	12/22/2016	N/A
NRI-029-07-04	N/A	Staff	Approved	6/5/2020	N/A
4-19050	TCP1-020-2020	Planning Board	Approved	3/18/2021	2021-42
DSP-20003	TCP2-044-2021	Planning Board	Approved	3/24/2022	2022-35
DSP-20003-01	TCP2-044-2021-01	Planning Board	Approved	7/27/2023	2023-88

(2) The site is subject to the environmental regulations contained in Subtitle 25, and prior Subtitles 24 and 27, as the site has a recently approved PPS.

(3) **Natural Resources Inventory Plan/Existing Features**
An approved Natural Resources Inventory (NRI-029-07-04) was submitted with the DSP. The site contains a 100-year floodplain, wetlands, streams, and steep slopes that comprise the PMA. The NRI indicates the presence of one forest stand labeled as Stand 1, and 36 specimen trees identified; 8 trees are considered off-site with 28 on-site. The TCP2 and the DSP show all required information correctly, in conformance with the NRI. No additional information is required regarding the NRI.

(4) **Specimen Trees**
Section 25-122(b)(1)(G) of the WCO requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the Technical Manual."

A total of 38 specimen trees were identified on the approved NRI. At the time of PPS 4-19050, the Planning Board approved the removal of the 15 specimen trees. The specimen trees approved for removal are shown as ST-1 through ST-7, ST-9, ST-16 through ST-20, ST-37, and ST-38. No additional specimen trees are proposed for removal with this DSP.

(5) **Preservation of Regulated Environmental Features/Primary Management Area**
This site contains regulated environmental features (REF) that are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5) of the prior Subdivision Regulations.

The on-site REF include streams, stream buffers, wetlands, wetland buffers, 100-year floodplain, and steep slopes.

Section 24-130(b)(5) states "Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat."

Impacts to the REF should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for reasonable use and orderly and efficient development of the subject property, or are those that are required by the County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing, or at the point of least impact to the REF. SWM outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site, in conformance with the County Code. The statement of justification (SOJ) must address how each on-site impact has been avoided and/or minimized.

The previously approved DSP-20003 included an SOJ and associated exhibits for eight impacts associated with the proposed development, totaling approximately 2.65 acres. The presented eight impacts are a combination of on-site and off-site locations, which are generally located on the western portion of the site. Off-site impacts were not part of the application because they are not located within the boundary of the property; however, they were considered as part of the overall impact. The off-site impacts were required for the right-of-way improvements to Mill Branch Road and US 301, as part of Maryland State Highway Administration Permit No. 10-AP-PG-004. The on-site Impact 3 is a total of 1.30 acres and was previously approved under PPS 4-19050. Impact 7, for a total of 0.08 acre, was previously approved under DSP-20003. All proposed impacts are permanent and are described as either on-site or off-site impacts. The off-site impacts total 1.27 acres, and the on-site impacts total 1.38 acres. The previously approved impacts remain unchanged, and no additional impacts are requested with this DSP.

(6) **Soils**

The predominant soils found to occur according to the United States Department of Agriculture, Natural Resource Conservation Service Web Soil Survey include the Collington fine sandy loam (0-40 percent slopes), and Shrewsbury fine sandy loam soils. According to available information, Marlboro and Christiana clays are not found to occur on this property.

There are no geotechnical concerns with the revisions as shown on the plans submitted with this DSP.

(7) **Stormwater Management**
A SWM Concept Approval (03-0621-205NE14) from the City of Bowie was submitted with the DSP for this site. The plan proposes to construct numerous bio-swales, drywells, infiltration trenches, micro-bioretention facilities, and one SWM pond. No SWM fee for on-site attenuation/quality control measures is required. This stormwater approval expires June 28, 2024. In an email dated January 27, 2023, the City of Bowie engineer indicated that the SWM concept plan does not need to be updated for each new pad site, as the concept design may undergo some degree of revision to fit the particular layout for each pad as long as the final design adheres to the drainage patterns, and water quality requirements of the approved SWM concept plan. No further action regarding SWM is required with this DSP.

f. **Permit Review**—The Permit Review Section did not offer comments on this DSP.

g. **Prince George's County Department of Parks and Recreation (DPR)**—In an email dated March 2, 2023 (Holley to Gupta), no comments were provided on this DSP.

h. **Prince George's County Fire/EMS Department**—The Fire/EMS Department did not offer comments on this DSP.

i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated March 9, 2023 (Giles to Gupta), comments were provided on the subject DSP, which were also forwarded to the applicant and were addressed by the applicant in the DSP, as appropriate.

j. **Prince George's County Police Department**—The Police Department did not offer comments on the subject DSP.

k. **Prince George's County Health Department**—In a memorandum dated February 14, 2023 (Adepoju to Gupta), comments were provided on the subject DSP which were forwarded to the applicant and were addressed by the applicant in the DSP, as appropriate.

l. **Prince George's County Soil Conservation District**—The Soil Conservation District did not offer comments on the subject DSP.

m. **Maryland State Highway Administration (SHA)**—SHA did not offer comments on the subject DSP.

n. **Washington Suburban Sanitary Commission (WSSC)**—In an email dated March 14, 2023 (Katwal to Gupta), WSSC provided water, sewer, and associated easement conditions to be addressed at the time of permitting.

o. **City of Bowie**—In a memorandum dated March 7, 2023 (Adams to Shapiro), the City of Bowie indicated that they reviewed the subject DSP, and the City Council held a meeting to discuss the DSP on March 6, 2023. The City Council voted to recommend approval of DSP-20003-01, with the following conditions listed below in **bold** text. Analysis of the City's conditions follows each one in plain text:

(1) All entrance and exit doors shall be equipped with mechanical door opening devices, preferably the overhead door sensory device, such as those typically found in grocery stores.

An appropriate condition is included herein, to address the City's recommended condition.

(2) The DSP shall include at least one electric vehicle (EV) charging station.

The DSP includes two electric vehicle charging stations.

(3) The number of accessible parking spaces required and provided shall be added to the parking requirement data in the General Notes.

The required and provided number of accessible parking spaces is listed in the Parking Requirements data in the Standard Notes located on Sheet DSP-4 of the site plan.

(4) A Do Not Enter sign shall be provided, facing the main access road from US 301 at the first egress point to the site, which is a 15-foot wide, out-only driveway. In addition, the same type of crosswalk shall be provided at this location as is shown across the main entrance to the site.

A "Do Not Enter" sign is shown on the site plan, facing the main access road from US 301 at the first egress point to the site. In addition, an 8-foot-wide crosswalk with Americans with Disabilities Act (ADA) ramps is provided at this location, similar to the crosswalk shown across the main entrance to the site.

(5) A notation shall be added to point out the proposed light shown near the loading space.

All proposed lights are labeled on the site plan with a notation.

(6) If street lighting is not provided by the Mill Branch site developer along the site access road from US 301 prior to the issuance of a building permit for the Dash In convenience store, the applicant in DSP-20003-01 shall install this lighting.

An appropriate condition is included herein, to address the City's recommended condition. At the Planning Board hearing on July 27, 2023, the applicant requested that this condition be modified to remove specificity regarding the responsible party for installing the streetlights. The applicant also requested that the condition include language to cover the possibility that the operating agency does not approve installation of the streetlights. The Planning Board approved the applicant's proposed modifications to this condition, after concurrence by the City.

(7) To maximize the visual impact of the site's landscaping, the 11 viburnum shrubs proposed around the outside of the trash enclosure area shall be relocated to the large, sodded area (behind the curb of the drive aisle) west of the gas pump canopy.

The 11 viburnum shrubs around the outside of the trash enclosure are shown to conform to the requirements of Section 4.4 of the Landscape Manual, which requires screening of trash and recycling facilities. However, to comply with the intent of the City's condition, the applicant shall provide additional shrubs west of the gas pump canopy, behind the curb of the drive aisle. The quantity and type of planting shall be reviewed and approved by the City prior to certification of the DSP.

(8) General Note #33 shall be revised to identify the nearest fire station is the Northview Fire Station (Company #816, located on Health Center Drive) which is approximately 1.5 miles away.

An appropriate condition is included herein, to address the City's recommended condition.

(9) An ADA accessible parking symbol shall be added to at least one of the parking spaces serving the car wash and the parking calculations revised accordingly.

The parking spaces serving the car wash will be reviewed and approved with SE-22006. However, the site plan does not show an ADA accessible parking space serving the car wash. The applicant should provide at least one ADA accessible parking space with the special exception application for the car wash.

p. **Public Utilities**—The subject DSP application was referred to Verizon, the Baltimore Gas and Electric Company (BGE), Comcast, AT&T, and Washington Gas, for review and comments on February 8, 2023. No correspondence had been received from these public utility companies.

q. **Community Feedback**—No community feedback was received regarding the subject DSP.

13. Based on the foregoing, and as required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

14. As required by Section 27-285(b)(4) of the prior Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:

(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).

The site plan demonstrates the preservation and/or restoration of REF in a natural state, to the fullest extent possible, in accordance with the requirement of Section 24-130(b)(5).

15. Planning Board Hearing: During the Planning Board hearing on July 27, 2023, the applicant's representatives and the property owner's representatives proposed revisions to Finding 6 and deletion of certain conditions of approval. The applicant requested deletion of a condition related to curation of archeological artifacts, Condition 4 related to street lighting along the US 301 service road, and Condition 5 related to the on-site retaining wall. Discussion regarding the deletion or modification of these conditions is included in their respective findings.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Type 2 Tree Conservation Plan TCP2-044-2021-01, and further APPROVED Detailed Site Plan DSP-20003-01 for the above-described land, subject to the following conditions:

1. Prior to certification, the applicant shall revise the detailed site plan (DSP) as follows, or provide the specified documentation:

    a. The applicant shall confirm whether the public utility easement (PUE) located on the south side of the property, abutting Parcel 14 and not previously shown on the preliminary plan of subdivision, is proposed to be recorded. If the PUE is not proposed, it shall be removed from the DSP.

    b. On Sheet DSP-4B, add a bearing and distance for the westernmost property line abutting US 301 (Robert Crain Highway).

    c. Revise the Parking Requirements on Sheet DSP-4 to list the minimum required number of parking spaces for the proposed convenience store to be 30, and the total number of required parking spaces to be 32.

d. Provide the minimum required number of parking spaces on-site, or reduce the total gross floor area of the convenience store to conform to the parking requirements in Section 27-568(a) of the prior Prince George's County Zoning Ordinance.

e. The applicant shall provide additional planting west of the gas pump canopy, behind the curb of the drive aisle. The quantity and type of planting shall be reviewed and approved by the City of Bowie.

f. Revise General Note 32 to identify that the nearest fire station is the Northview Fire Station (Company 816, located on Health Center Drive) which is approximately 1.5 miles away.

g. Label the width of the proposed egress-only access to the service road.

h. Provide a detail of the proposed crosswalk across the egress-only access to the service road.

i. Provide a dimension between the proposed bicycle racks and the proposed building column, to ensure that a minimum 5-foot-wide clear pedestrian path is provided around the food or beverage store.

j. Provide a direct pedestrian route to the entrance of the building that shall include striped crosswalks crossing any drive aisles and associated Americans with Disabilities Act ramps where applicable.

k. Include the design details for the retaining wall in the DSP.

l. Revise the lighting details on Sheet DSP-12 to images of higher resolution.

m. Provide details of the building-mounted lights for the site lighting.

n. Add a north arrow to the photometric plan.

o. Provide signage details for all building signs, including the signs shown on the side building elevations, the logos etched on the glass doors, and site address signage, if any.

p. Revise the signage calculations to address Section 27-613(c)(3)(G) of the prior Prince George's County Zoning Ordinance, which regulates how the permissible sign area is to be divided between a building and a canopy.

q. Provide dimensions and details for the proposed on-site directional signs, to demonstrate that the directional signage meets the requirements of Section 27-631 of the prior Prince George's County Zoning Ordinance, for directional signs.

r. Provide a note on the DSP to clearly indicate the green building techniques that are used in the buildings.

s. Provide details of the proposed parallel parking spaces.

t. Revise the landscape plan to show the minimum number of required plant units, in accordance with Section 4.7, Buffering Incompatible Uses, of the 2010 *Prince George's County Landscape Manu*al.

u. Revise the schedule for Section 4.9, Sustainable Landscaping Requirements, of the 2010 *Prince George's County Landscape Manu*al, to include all proposed plant types.

2. Prior to certification of the detailed site plan (DSP), the Type 2 tree conservation plan (TCP2) shall be revised as follows:

a. Revise the clearing amount in the woodland conservation worksheet, to account for the additional 0.08 acre of woodland clearing and show how this additional requirement will be met.

b. Revise Line 16 in the woodland conservation worksheet (Clearing permitted without reforestation) to 1.41 acres.

c. Remove depictions of the proposed car wash (The car wash shall be depicted on the revision to the TCP2 submitted with the special exception application).

d. Revise the layout so that the entrance to the parking lot located east of the proposed convenience store matches the layout on the DSP.

3. At the time of building permit, all entrance and exit doors shall be equipped with mechanical door opening devices, preferably the overhead door sensory device, such as those typically found in grocery stores.

4. Street lighting shall be provided along the site access road from US 301 (Robert Crain Highway), prior to issuance of a building permit for the Dash In convenience store, subject to modification by the Maryland State Highway Administration.

5. Prior to approval of a building permit for the retaining wall, Detailed Site Plan DSP-20003 shall be amended with a slip sheet, to show the off-site grading and the retaining wall and its details on Outlot 16.

6. Prior to approval of a fine grading permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall amend Detailed Site Plan DSP-20003-01, if necessary, to reflect the approved Special Exception (SE-22006) for the proposed car wash.

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

* * * * * * * * * * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Doerner, and Shapiro voting in favor of the motion, and with Commissioner Bailey absent at its regular meeting held on Thursday, July 27, 2023, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 7th day of September 2023.

Peter A. Shapiro
Chairman

By Jessica Jones
Planning Board Administrator

PAS:JJ:MG:rpg

APPROVED AS TO LEGAL SUFFICIENCY

David S. Warner
M-NCPPC Legal Department
Date: August 22, 2023

THE MARYLAND-NATIONAL CAPITAL
Park and Planning Commission
Prince George's County Planning Board | Office of the Chairman

1616 McCormick Drive, Largo, MD 20774
301-952-3560
pgcpb@ppd.mncppc.org
www.pgplanningboard.org

PGCPB No. 2025-001 File No. DSP-20003-02

RESOLUTION

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

WHEREAS, the applicant, Kuulipuq, LLC, submitted an application for approval of Detailed Site Plan DSP-20003-02 for Popeyes at Mill Branch Crossing, for development of a 3,046-square-foot building and associated site improvements for an eating and drinking establishment with drive-through service on the west side of Saint Lola Lane, south of its intersection with Saint Chelsey Avenue ("property"); and

WHEREAS, pursuant to Section 27-1703(a) of the Zoning Ordinance, development applications submitted and accepted as complete before April 1, 2022, but still pending final action as of that date, may be reviewed and decided in accordance with the Zoning Ordinance in existence prior to April 1, 2022 ("prior Zoning Ordinance"); and

WHEREAS, pursuant to Section 27-1703(c) of the Zoning Ordinance, development approvals approved under the prior Zoning Ordinance pursuant to Section 27-1703(a) of the Zoning Ordinance may be revised or amended under the prior Zoning Ordinance; and

WHEREAS, the property is subject to DSP-20003, which was submitted on December 28, 2021 and approved by the Planning Board on April 7, 2022 (PGCPB Resolution No. 2022-35) under the prior Zoning Ordinance pursuant to Section 27-1703(a) of the Zoning Ordinance; and

WHEREAS, Detailed Site Plan DSP-20003-02 for Popeyes at Mill Branch Crossing is an amendment to DSP-20003; and

WHEREAS, therefore, pursuant to Section 27-1703(c) of the Zoning Ordinance, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed this application under the prior Zoning Ordinance; and

WHEREAS, in consideration of evidence presented at a public hearing on January 9, 2025, regarding Detailed Site Plan DSP-20003-02 for Popeyes at Mill Branch Crossing, the Planning Board finds:

1. **Request:** This detailed site plan (DSP) is for the development of a 3,046-square-foot eating and drinking establishment with drive-through service on approved Parcel 9 of the Mill Branch Crossing subdivision. The subject property (Parcel 9) is 1.05 acres and is part of the Mill Branch Crossing development, approved with DSP-20003, which comprises a total land area of approximately 70.11 acres.

2. **Development Data Summary:**

	EXISTING	EVALUATED
Zone (s)	CGO	C-S-C
Use(s)	Vacant	Approved eating and drinking establishment with drive-through service
Gross tract acreage	1.05	1.05
Outlots	2* (Outlots 9 and 10)	-
Parcels	-	1** (Parcel 9)
Gross floor area (sq. ft.)	0	3,046

Notes: *Under the original DSP-20003, only infrastructure was approved and no final design for development of the commercial area was approved. Given that final configuration of the commercial parcels was unknown at that time, since specific tenants and buildings were not part of that approval, the commercial area was platted as outlots to facilitate grading while indicating future DSP approval for the commercial development and final parcel configuration would still be needed. The property is currently comprised of part of existing Outlots 9 and 10, recorded in Plat Book ME 262 page 52 of the Prince George's County Land Records. However, Sheet DSP-1 reflects three existing outlots (Outlots 8, 9, and 10) and proposes three new parcels (Parcels 8, 9, and 10). Reference to Outlot 8 should be removed, and since at the time of the subject DSP, the adjacent outlots have yet to receive plat approval for final parcel configuration, the DSP should be revised to reflect the existing outlot designations. Conditions are included herein requiring the applicant to revise the coversheet and subsequent plan sheets to reflect the specific subject property of this DSP (existing Outlots 9 and 10), approved Parcel 9, and all other adjacent lots for future development as outlots with their current platted correlating number.

**Site Data Note 11 on Sheet DSP-1 reflects three existing outlots (Outlots 8, 9, and 10) and proposes three new parcels (Parcels 8, 9, and 10). The site plan, however, only proposes Parcel 9. A condition is included herein requiring the applicant to revise Site Data Note 11 to reflect Parcel 9 as the only approved parcel area for this DSP.

Zoning Regulations (Per Section 27-462(a) of the prior Zoning Ordinance)

	REQUIRED	EVALUATED
Street setback – Saint Lola Lane (private road)	10 feet	102.49 feet
Side setback – North	12 feet	65.77 feet
Street setback – US 301	10 feet	68.65 feet
Side setback - South	12 feet	77.38 feet
Building height	N/A	25 feet

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

	Required	Provided
Eating and drinking establishment with drive-through service	41*	-
90-degree standard nonparallel (9.5 feet x 19 feet)		36
90-degree compact nonparallel (8 feet x 16.5 feet)		9
Handicap van-accessible		2
Total	**41**	**47**

Note: *Of which at least two shall be handicap-accessible, in accordance with Section 27-566(b) of the prior Zoning Ordinance. In addition, up to 16 (one third of the requirement) may be compact, in accordance with Section 27-559(a) of the prior Zoning Ordinance.

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

	Required	Provided
Loading spaces (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 71B and Council District 4. Geographically, it is located on the west side of Saint Lola Lane, south of its intersection with Saint Chelsey Avenue.

4. **Surrounding Uses:** The site is bounded to the north and south by lots that are part of the Mill Branch Crossing development, for future development, in the Commercial, General and Office (CGO) Zone (previously zoned Commercial Shopping Center (C-S-C)). To the east is Saint Lola Lane and beyond is residential development within Mill Branch Crossing in the CGO Zone (previously zoned C-S-C), approved with DSP-20003. To the west is US 301 (Robert Crain Highway) and, beyond, are an integrated shopping center, known as Collington Plaza Shopping Center, in the CGO Zone (previously zoned C-S-C) and a residential development in the Legacy Comprehensive Design (LCD) Zone (previously zoned Residential Urban Development).

5. **Previous Approvals:** The 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B* reclassified the subject property from the prior Residential Agricultural (R-A) Zone to the prior C-S-C Zone. The 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* retained the property in the prior C-S-C Zone.

   Preliminary Plan of Subdivision (PPS) 4-08052 was approved by the Prince George's County Planning Board on June 18, 2009 (PGCPB Resolution No. 09-85), to consolidate the site into one parcel (Parcel A) for construction of a commercial use and hotel. On March 30, 2017, the Planning Board approved a reconsideration of this PPS, with amended conditions and associated findings, and adopted an amended resolution (PGCPB Resolution No. 09-85(AC)).

   Special Exception SE-4734 was approved by the Prince George's County District Council on June 22, 2015, for a portion of Parcel A, and proposed a department or variety store in combination with a food and beverage store. However, this development was never constructed.

   Prince George's County Council Bill CB-45-2019 was adopted by the District Council on November 19, 2019, to amend Section 27-461, the Commercial Zone Table of Uses, of the Prince George's County Zoning Ordinance, for the purpose of permitting by right a gas station, food or beverage store in combination with a gas station, apartment housing for the elderly or physically handicapped, multifamily dwellings, and townhouse uses in the C-S-C Zone, under certain circumstances.

   PPS 4-19050 superseded PPS 4-08052 and was approved by the Planning Board on April 8, 2021 (PGCPB Resolution No. 2021-42) for 190 lots and 39 parcels, to support development of 77,635 square feet of commercial development, a 150-room hotel, 190 single-family attached townhouse units, and 408 multifamily units.

   Detailed Site Plan DSP-20003 was approved by the Planning Board on April 7, 2022 (PGCPB Resolution No. 2022-35), for development of 190 townhouses, 408 multifamily dwelling units in 6 buildings, and infrastructure improvements for the remainder of the site for future commercial development.

DSP-20003-01 was approved by the Planning Board on September 7, 2023 (PGCPB Resolution No. 2023-88), for development of Parcel 15 with a 4,809-square-foot food or beverage store. The subject property also includes a car wash, which was approved with SE-22006. This SE was approved by the Zoning Hearing Examiner on April 5, 2024.

6. **Design Features:** The approved development of a 3,046-square-foot eating and drinking establishment, with drive-through service, will be located on Parcel 9. Subsequent to the subject DSP, Outlots 9 and 10 will be re-platted for the creation of Parcel 9, prior to approval of building permits.

The subject development is oriented towards Saint Lola Lane and has vehicular and pedestrian access from Saint Lola Lane. The building is one-story and is 25 feet in height. Two drive-through lanes start from the north of the building, with two separate menu display boards, and then merge into one lane before the pick-up window located on the south side of the building.

Architecture
The architectural design of the approved building is contemporary with a flat roof. The building is finished with a mix of materials, including brick veneer, exterior insulation and finish systems, glass, aluminum tubes, and pre-finished metal cap. The materials are arranged in a geometric pattern.

Signage
The subject DSP includes seven building mounted signs, in accordance with Section 27-107.01 of the prior Zoning Ordinance, which defines signs as, "[a]ny letter, word, numeral, figure, design, projected image, picture, illustration, emblem, symbol, trademark, banner, pennant, or other device, which is used to announce, direct attention to, identify, advertise, or otherwise make anything known. Signs do not include the flag or emblem of any nation; county; state; city; religious, fraternal, or civic organization; decorations or works of art which in no way identify a product or business."

Among the seven signs, five are letter signs, and two are logo signs. Each of the elevations has two signs except the west elevation which has one. According to Section 27-613 of the prior Zoning Ordinance, the total area of all signs for the approved one-story building must not exceed 2 square feet for each linear foot of width along the building's principal entrance. The provided signage schedule indicates a maximum allowable building signage area of 167 square feet. The approved signage totals 158 square feet, which complies with the allowable signage area. The submitted plans also include the details of the signs. No free-standing signs are included in this DSP.

Lighting
The subject DSP includes both building-mounted and pole-mounted lighting throughout the site, with details. 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.

Loading and Trashing Facilities
The subject DSP includes one loading space, located internally to the subject property. With the loading space being aligned directly behind the approved building, the loading space will be screened from public view from Saint Lola Lane. The approved landscaping of trees and bushes along the western property line also provides screening of the loading space from US 301. Per Section 4.4 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 submitted plans also show the location of the approved dumpster, with the details and dimensions of the dumpster enclosure that will wholly screen the dumpster from view.

COMPLIANCE WITH EVALUATION CRITERIA

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

   a. This application is subject to the requirements of Section 27-454, C-S-C 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**."** Evaluation of the Landscape Manual has been addressed in Finding 11 below.

      (c) Uses

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

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

The subject DSP is in conformance with these regulations, specifically details have been discussed in Findings 2 and 6 above, and Finding 11 below.

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. As a means of achieving these objectives, the following guidelines should be observed:

(i) Parking lots should generally be provided to the rear or sides of structures;

(ii) Parking spaces should be located as near as possible to the uses they serve;

(iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;

(iv) Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and

(v) Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.

The submitted plans include a sidewalk along the frontage of Saint Lola Lane and sidewalk and crosswalk connections within the subject site. Parking spaces are arranged along drive aisles to the sides of the

approved building for easy access and to avoid conflicts with pedestrian connectivity.

(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.

One loading space is included in this DSP, which has been discussed in Finding 6 above. The loading space is located internal to the subject site and to the west of the approved building. The loading space is also away from the on-site vehicular and pedestrian circulation. Accordingly, it is visually unobtrusive and has minimal 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.

The site is accessed via the vehicular entry/exit point located on Saint Lola Lane. A secondary vehicular exit point is also located on Saint Lola Lane. A crosswalk is approved, crossing both driveways, connecting the Saint Lola Lane frontage to the subject development and adjacent property. The submitted plans show both vehicular and pedestrian circulation to be safe, efficient, and convenient for both pedestrians and drivers, because vehicular and pedestrian routes are separated. Where pedestrians must cross the vehicular entry and exits of the site, crosswalks are provided.

(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 varied landscaping approved along the property's border, facing US 301, creates a scenic view for both drivers passing by and pedestrians using the adjacent trail.

(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.

Strategically located green areas were determined with the overall DSP-20003 for Mill Branch and are unchanged by this DSP amendment for approved Parcel 9. The green area is to be provided primarily on the perimeter of the overall site. The size, shape, location, and design of green area is appropriate to enhance landscape screening from residential areas located to the east of the subject site, and views along the street frontage of Saint Lola Lane and US 301.

(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 Subtitle 24-130(b)(5), was satisfied with the approval of the original DSP. The subject DSP does not impact the 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.

Crosswalks and handicap-accessible parking are provided and easily visible for patron use. Approved street furniture, including light fixtures, bike racks, and trash receptacles, are adjacent to pedestrian and vehicular paths and finished to complement the establishment's color scheme and align with the overall building design.

(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. The subject DSP does not present changes to grading completed with the original DSP.

(8) Service Areas.

(A) Service areas should be accessible, but unobtrusive. To fulfill this goal, the following guidelines should be observed:

(i) Service areas should be located away from primary roads, when possible;

(ii) Service areas should be located conveniently to all buildings served;

(iii) Service areas should be effectively screened or enclosed with materials compatible with the primary structure; and

(iv) Multiple building developments should be designed to form service courtyards which are devoted to parking and loading uses and are not visible from public view.

The submitted plans show that the location of the approved dumpster and one loading space are accessible, but unobtrusive. While both are screened with landscaping, the dumpster is also enclosed.

(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.

This requirement was satisfied with the original DSP for large-scale, mixed-use development and is not being altered with this subject DSP.

(10) Architecture.

(A) When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with a unified, harmonious use of materials and styles.

(B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.

(C) These guidelines may be modified in accordance with Section 27-277.

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

(11) Townhouses and three-family dwellings.

(A) Open space areas, particularly areas separating the rears of buildings containing townhouses, should retain, to the extent possible, single or small groups of mature trees. In areas where trees are not proposed to be retained, the applicant shall demonstrate to the satisfaction of the Planning Board or the

District Council, as applicable, that specific site conditions warrant the clearing of the area. Preservation of individual trees should take into account the viability of the trees after the development of the site.

(B) Groups of townhouses should not be arranged on curving streets in long, linear strips. Where feasible, groups of townhouses should be at right angles to each other, and should facilitate a courtyard design. In a more urban environment, consideration should be given to fronting the units on roadways.

(C) Recreational facilities should be separated from dwelling units through techniques such as buffering, differences in grade, or preservation of existing trees. The rears of buildings, in particular, should be buffered from recreational facilities.

(D) To convey the individuality of each unit, the design of abutting units should avoid the use of repetitive architectural elements and should employ a variety of architectural features and designs such as roofline, window and door treatments, projections, colors, and materials. In lieu of this individuality guideline, creative or innovative product design may be utilized.

(E) To the extent feasible, the rears of townhouses should be buffered from public rights-of-way and parking lots. Each application shall include a visual mitigation plan that identifies effective buffers between the rears of townhouses abutting public rights-of-way and parking lots. Where there are no existing trees, or the retention of existing vegetation is not practicable, landscaping, berming, fencing, or a combination of these techniques may be used. Alternatively, the applicant may consider designing the rears of townhouse buildings such that they have similar features to the fronts, such as reverse gables, bay windows, shutters, or trim.

(F) Attention should be given to the aesthetic appearance of the offsets of buildings.

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

8. **Preliminary Plan of Subdivision PPS 4-19050:** PPS 4-19050 was approved by the Planning Board on April 8, 2021 (PGCPB Resolution No. 2021-42), subject to 24 conditions. The conditions relevant to the revision of this DSP are listed below, in **bold** text. The Planning Board's analysis of the PPS conditions follows each one, in plain text:

3. **A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in this resolution of approval, shall require the approval of a new preliminary plan of subdivision, prior to approval of any building permits**.

The subject DSP does not propose a substantial revision to the mix of uses on the subject property, which were approved at the time of the PPS. The Subtitle 24 adequacy findings of the PPS are not affected.

4. **Development of this site shall be in conformance with the stormwater management concept plan for this project (01-0614-205NE14, once reapproved by the City of Bowie), and any subsequent revisions.**

The DSP approved provides no change to the stormwater management (SWM) concept plan for this project. Therefore, the SWM concept plan remains valid and does not require a revision.

5. **Prior to approval of a final plat, in accordance with the approved preliminary plan of subdivision, the final plat shall include the dedication of public utility easements (PUEs) along all public and private rights-of-way, unless a variation from the PUE requirement is obtained.**

The property was previously platted as Outlots 9 and 10 in Plat Book ME 262 page 52. The plat shows public utility easements (PUEs) on the outlots consistent with PPS 4-19050, and the subject DSP shows PUEs consistent with both the PPS and the plat. When the property is re-platted as Parcel 9, the new plat will need to show the required PUE.

18. **Total development within the subject property shall be limited to uses which generate no more than 909 AM peak-hour trips and 1,231 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

The applicant submitted a trip generation memo dated December 5, 2024, with this DSP, stating that the approved development under DSP-20003, DSP-20003-01, and the subject DSP, would generate 758 AM and 764 PM trips. These trips are within the trip-cap established with PPS 4-19050.

20. **In conformance with the 2009 *Approved Countywide Master Plan of Transportation*, and the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following improvements, and provide an exhibit that depicts the following improvements, prior to acceptance of any detailed site plan:**

a. Bikeway signage and shared lane markings (e.g., "sharrow"), within the right-of-way, along the subject site's frontage of Mill Branch Road, unless modified with written correspondence by the Prince George's County Department of Permitting, Inspections and Enforcement, and/or the Maryland State Highway Administration, as appropriate.

The approved development, which is the subject of this DSP, does not have frontage on Mill Branch Crossing Road. However, an exhibit was provided with the original DSP showing this improvement, in conformance with this condition.

b. Minimum 5-foot-wide sidewalks along both sides of all internal roadways, public or private, excluding alleyways.

The development includes a 5-foot-wide sidewalk along Saint Lola Lane and around the approved building, ending at the pedestrian entrances.

c. Minimum 5-foot-wide sidewalks along the full lengths of proposed Roads A, D, and F.

The approved development fronts Saint Lola Lane, previously referred to as Road A during PPS 4-19050. A 5-foot-wide sidewalk is approved that extends the full length of the development's frontage on Saint Lola Lane.

d. A wide crosswalk with a pedestrian island crossing US 301 at Mill Branch Road, unless modified by the Maryland State Highway Administration, with written correspondence.

The wide crosswalk with a pedestrian island crossing US 301 was installed, reviewed, and determined to be acceptable with DSP-20003.

e. Continental style crosswalk crossing all access points along Private Road A and Chesley Avenue.

The approved development includes two vehicular access points along Saint Lola Lane, each featuring continental-style crosswalks across the entry and exit areas.

f. Long- and short-term bicycle parking, consistent with the 2012 AASHTO *Guide for the Development of Bicycle Facilities,* to accommodate residents and visitors at the proposed multifamily building, hotel, and commercial spaces.

The approved subject of the DSP does not include the multifamily building or the hotel. The commercial space that is the subject of this DSP provides two bicycle racks adjacent to the entrance of the approved building.

g. Parallel or perpendicular ADA curb ramps at all intersections within the subject site.

All intersections of the subject site contain Americans with Disabilities Act truncated dome patterned curb ramps.

9. **Detailed Site Plan DSP-20003:** DSP-20003 was approved by the Planning Board on April 7, 2022 (PGCPB Resolution No. 2022-35), subject to five conditions. None of the conditions are applicable to this DSP application.

10. **Detailed Site Plan DSP-20003-01:** DSP-20003-01 was approved by the Planning Board on September 7, 2023 (PGCPB Resolution No. 2023-88), subject to six conditions. None of the conditions are applicable to this DSP application.

11. **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; Section 4.7, Buffering Incompatible Uses; Section 4.9, Sustainable Landscaping Requirements; and, Section 4.10, Street Trees Along Private Streets, of the Landscape Manual. The submitted landscape plan demonstrates conformance to these requirements.

12. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This site is subject to the grandfathering provisions of the 2024 Prince George's County Woodland Conservation Ordinance because the property had a tree conservation plan (TCP) that was accepted for review on or before June 30, 2024, and shall conform to the environmental regulations of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO). Specifically, this site is subject to approved Type 2 Tree Conservation Plan TCP2-044-2021-01. The prior TCP approval was implemented with a grading permit that was approved prior to July 1, 2024, and was partially developed. This application does not propose any changes to the implemented TCP2.

    The woodland conservation threshold for this 70.11-acre property is 15 percent of the net tract area (60.16 acres), or 9.02 acres. The total woodland conservation requirement, based on the amount of clearing approved, is 14.77 acres.

    This requirement was satisfied through a combination of 3.61 acres of on-site woodland preservation, 5.14 acres of on-site reforestation/afforestation, and 6.03 acres of off-site woodland conservation, for a total of 14.78 acres.

13. **Prince George's County Tree Canopy Coverage Ordinance:** The subject site is located within the Mill Branch Crossing development, in the CGO Zone. DSP-20003 was approved for clearing, grading, and infrastructure for the entire Mill Branch Crossing site, including the subject property. The DSP included a landscape plan demonstrating conformance to the Prince George's County Tree Canopy Coverage Ordinance for the entire 70.11-acre Mill Branch Crossing site, through the provision of on-site woodland conservation and reforestation/afforestation. Therefore, per Section 25-127(a)(4), the current DSP-20003-02 is subject to the Tree Canopy Coverage

Ordinance regulations in place at the time of the approval of DSP-20003, and not the regulations as updated by CB-21-2024. The tree canopy coverage (TCC) schedule reflecting conformance to the requirements for the entire Mill Branch Crossing site should be added to the landscape plan, along with a note relative to the TCC conformance having been met with the approval of DSP-20003. A condition is included herein requiring this update.

14. **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 December 9, 2024 (Stabler, Smith, and Chisholm to Cofield), the following comments were offered:

The 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* (master plan) contains goals and policies related to historic preservation (pages 158–165). However, these are not specific to the subject site, or applicable to the approved development. The underlying PPS (4-19050) covered 70 acres and included a Phase III archeological investigation, completed in June 2020 on Site 18PR857 – an eighteenth-century plantation house lot. No additional archeology was recommended.

b. **Community Planning—**In a memorandum dated December 9, 2024 (Lester to Cofield), an evaluation of the application was provided stating that, while master plan conformance is not a required finding for this DSP, the subject DSP does conform with the master plan's recommended land use for the subject property.

c. **Transportation Planning—**In a memorandum dated December 9, 2024 (Shaw to Cofield), the following comments were offered:

Two vehicular access points are approved along Saint Lola Lane. The northern access driveway is full movement, while the southern access is an egress only. Pedestrian movement through the site is marked and separated by sidewalks and crosswalks. A truck-turning exhibit was provided, to demonstrate larger vehicular movement through the site. The approved development requires 41 parking spaces; of which 38 conventional spaces, 9 compact spaces, and 2 handicap-accessible spaces are provided on-site, exceeding the requirement. Designated space for bicycle parking is also approved near the building entrance to accommodate four bicycles at a given time.

Master Plan Right of Way
This application was evaluated in accordance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the master plan. The subject property fronts US 301 (F-10), a freeway with a 450-foot right-of-way, along its western border, with no direct access. The site has direct access from within the development, along Saint Lola Lane, which is identified as a public road with a 52-foot right-of-way. The site plans accurately display all right-of-way requirements.

Master Plan Pedestrian and Bicycle Facilities
MPOT recommends the following master-planned facilities that are adjacent to the site:

- Planner Side Path: F-10 (US-301)
- Planned Bike Lane: P-310

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, pages 9–10):

> **Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.**
>
> **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 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.**

The master plan recommends the following facilities within or adjacent to the subject property:

> **TM 1.3: Streets constructed to serve new commercial, multifamily, or mixed-use developments should contain, at a minimum:**
>
> - **Six-foot-wide sidewalks on both sides.**
> - **Crosswalks on all legs of an intersection.**

The site plan includes a 5-foot-wide sidewalk and associated crosswalks along the property frontage, to provide a continuous and new connection to the site and larger development. Although the master plan recommends a 6-foot-wide sidewalk, the approved 5-foot-wide sidewalk is consistent with the recommended width of the prior plan approval in 2019. There are no bicycle facilities recommended that impact the subject site. However, bicycle parking is approved on-site. It was found that the approved facilities meet the intent of the master plan and MPOT.

d. **Subdivision**—In a memorandum dated December 10, 2024 (Bartlett to Cofield), comments were offered pertaining to the existing property description and the configuration of approved Parcel 9, which have been incorporated into the conditions contained in this resolution.

e. **Environmental Planning—**In a memorandum dated December 10, 2024 (Juba to Cofield), the following comments were offered:

Natural Resources Inventory
The site has an approved Type 2 Tree Conservation Plan (TCP2-044-2021-01), and the approved work will not result in any significant changes to the limits of disturbance of the previously approved TCP2 or create additional impacts to any REF. The site has an approved Natural Resources Inventory (NRI-029-07-04) valid until June 5, 2025. An approved SWM Concept Plan and letter (01-0624-205NE14), which expires on June 26, 2027, was submitted with this application, from the City of Bowie. This plan shows that the approved modifications to the site are within the previously approved limits of disturbance of the previous DSP approval. This site contains no specimen, historic, champion trees, or REF such as streams, wetlands, 100-year floodplain, associated buffers, or primary management area.

f. **Permit Review Section—**In a memorandum dated December 9, 2024 (Jacobs to Cofield), no comments were offered on this application.

g. **Prince George's County Department of Parks and Recreation (DPR)—**At the Subdivision and Development Review Committee conference held on November 8, 2024, no comments were offered on this application.

h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)—**In a memorandum dated December 3, 2024 (Deguzman to Cofield), the property is noted to be served by public water and sewer service. Comments pertaining to SWM will be addressed through DPIE's separate permitting process.

i. **Price George's County Police Department—**The Police Department did not offer comments on this application.

j. **Prince George's County Fire/EMS Department—**The Fire/EMS Department did not offer comments on this application.

k. **Prince George's County Health Department—**In a memorandum dated October 24, 2024 (Adepoju to Cofield), comments were offered addressing construction activity impacts (noise and dust) extending onto adjacent properties during construction, and indicated that the applicant must apply for plan review to the Maryland Department of Health, Environmental Health Bureau, Food Protection and Food Licensing program, located at 6 St. Paul Street, Suite 1301, Baltimore, Maryland 21202.

l. **Washington Suburban Sanitary Commission (WSSC)—**The utility-related comments were offered, dated November 6, 2024, to the applicant and will have to be addressed before sewer and water connection. Specifically, existing and/or approved water/sewer mains and service connections, as well as easement limits for all existing and/or approved water sewer mains and service connections, should clearly be shown and labeled on the plan. Any unused existing service connections need to be abandoned during the review of

the site utility plans, and any water/sewer pipelines 12 inches or smaller must have a greater of: a minimum of 15 feet horizontal separation from any building or dwelling or a 1:1 slope from the bottom of the foundation of the existing or approved building to the bottom edge of the pipeline trench.

m. **Public Utilities—**The public utility companies did not offer comments on this application.

n. **City of Bowie—**The subject property is located within the geographical boundary of the City of Bowie. The DSP application was referred to the municipality for review. The application was heard at the City Council meeting on December 2, 2024. The City Council recommended approval of this DSP, with two conditions relating to bicycle racks and lighting. However, two bike racks are shown on the plan so only the lighting related condition is included herein.

15. **Community feedback:** The Planning Board did not receive any inquiries from the community regarding the subject DSP. No community members testified at the public hearing on January 9, 2024.

16. Based on the foregoing analysis, and as required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, with the approved 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 approved 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 the REF has 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). 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-20003-02 for the above-described land, subject to the following conditions:

1. Prior to certificate approval of this detailed site plan (DSP), the applicant shall:

a. Revise the cover sheet and plans to identify the subject property of this DSP as approved Parcel 9, with the abutting lots retaining an outlot designation for future development.

b. Revise Site Data Note 11 to reflect Parcel 9 as the only Approved Parcel Area, and remove reference to existing Outlot 8.

c. Revise the Minimum Building Setback on Sheet DSP-4 to accurately reflect the correct orientation and the required setback dimensions.

d. Revise General Note 19 to reflect the correct approval dates of the previously approved applications.

e. Provide notes on lighting details stating lighting fixtures will be full cut-off.

f. Revise Sheet DSP-3 to show the entire extent of existing Outlot 10.

g. On Sheet DSP-4, label the bearings and distances for the property lines of approved Parcel 9.

h. Revise the tree canopy coverage schedule to reflect conformance to the requirements for the entire gross tract area of the Mill Branch Crossing site, through the provided on-site woodland conservation and reforestation/afforestation, along with a note relative to the conformance having been met with the approval of DSP-20003.

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

* * * * * * * * * * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Doerner, Geraldo, and Shapiro voting in favor of the motion at its regular meeting held on Thursday, January 9, 2025, in Largo, Maryland.

Adopted by the Prince George's County Planning Board this 30th day of January 2025.

Peter A. Shapiro
Chairman

By Jessica Jones
Planning Board Administrator

PAS:JJ:DC:tr

Laura Tallerico
Approved for Legal Sufficiency
M-NCPPC Office of General Counsel

1/24/25

THE MARYLAND-NATIONAL CAPITAL
Park and Planning Commission
Prince George's County Planning Board | Office of the Chairman

1616 McCormick Drive, Largo, MD 20774
301-952-3560
pgcpb@ppd.mncppc.org
www.pgplanningboard.org

PGCPB No. 2025-012 File No. DSP-20003-03

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, Green Branch LLC, submitted an application for approval of Detailed Site Plan DSP-20003-03 for Chipotle at Mill Branch Crossing, for development of a 2,325-square-foot building and associated site improvements for an eating and drinking establishment with drive-through service on the east side of US 301 (Robert Crain Highway), approximately 840 feet north of its intersection with Mill Branch Road ("property"); and

WHEREAS, pursuant to Section 27-1703(a) of the Zoning Ordinance, development applications submitted and accepted as complete before April 1, 2022, but still pending final action as of that date, may be reviewed and decided in accordance with the Zoning Ordinance in existence prior to April 1, 2022 ("prior Zoning Ordinance"); and

WHEREAS, pursuant to Section 27-1703(c) of the Zoning Ordinance, development approvals approved under the prior Zoning Ordinance pursuant to Section 27-1703(a) of the Zoning Ordinance may be revised or amended under the prior Zoning Ordinance; and

WHEREAS, the property is subject to DSP-20003, which was submitted on December 28, 2021 and approved by the Planning Board on April 7, 2022 (PGCPB Resolution No. 2022-35) under the prior Zoning Ordinance pursuant to Section 27-1703(a) of the Zoning Ordinance; and

WHEREAS, Detailed Site Plan DSP-20003-03 for Chipotle at Mill Branch Crossing is an amendment to DSP-20003; and

WHEREAS, therefore, pursuant to Section 27-1703(c) of the Zoning Ordinance, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed this application under the prior Zoning Ordinance; and

WHEREAS, in consideration of evidence presented at a public hearing on January 30, 2025, regarding Detailed Site Plan DSP-20003-03 for Chipotle at Mill Branch Crossing, the Planning Board finds:

1. **Request:** This detailed site plan (DSP) is for the development of a 2,325-square-foot building and associated site improvements for a eating and drinking establishment, with drive-through service, on Parcel 8 of the Mill Branch Crossing subdivision. The subject property (Parcel 8) is 0.86 acre and is part of the Mill Branch Crossing development, approved with DSP-20003, which comprises a total land area of approximately 70.11 acres. However, access to the site is via improvements on abutting proposed Parcel 7. In addition, the submission included Parcel 9 as further detailed in the notes below.

2. **Development Data Summary:**

	EXISTING	EVALUATED
Zone(s)	CGO	C-S-C
Use(s)	Vacant	Eating and drinking establishment with drive-through service
Gross tract acreage	1.91**	1.91**
Outlots	2* (Part of Outlots 8 and 9)	-
Parcels	-	2* (Parcels 8 and 9)
Gross floor area (sq. ft.)	-	2,325 sq. ft.

Notes: *Under the original DSP-20003, only infrastructure was approved and no final design for development of the commercial area was approved. Given final configuration of the commercial parcels was unknown at that time, since specific tenants and buildings were not part of that approval, the commercial area was platted as outlots to facilitate grading while indicating future DSP approval for the commercial development and final parcel configuration would still be needed. The property is currently comprised of part of existing Outlots 8 and 9, recorded in Plat Book ME 262 page 52 of the Prince George's County Land Records. However, the general notes on Sheet DSP-1 and associated plans show two existing outlots (Outlots 8 and 9) and two new parcels (Parcels 8 and 9). While the plans reflect the area of the DSP for Parcel 8 (outlined in green), access to the site occurs on abutting proposed Parcel 7 (part of existing Outlot 8). Development of Parcel 9 is being processed under a separate DSP amendment, which was reviewed by the Prince George's County Planning Board at a hearing on January 9, 2025. Conditions are included herein requiring the applicant to revise the coversheet and subsequent plan sheets to reflect the specific subject property area of amendment for this DSP, to include parts of existing Outlots 8 and 9 and proposed Parcel 8, and to show other adjacent lots for future development as outlots with their current platted correlating number, unless having been superseded by an approved DSP amendment.

**Given the clarification on the area of amendment to be made in accordance with the above footnote, a condition is included herein requiring the applicant to revise the total acreage to coincide with Parcel 8. Proposed Parcel 7, on which access to Parcel 8 is proposed, is being reviewed for development under DSP-20003-04. A condition has been included herein to require that the applicant demonstrate that DSP-20003-04 for proposed Parcel 7 has been approved, and that the said approved plan includes an access drive which will also provide access to proposed Parcel 8, prior to certification of this DSP.

Further discussion about Parcel 8 and proposed Parcel 7 has been included in Finding 15, Public Hearing, and in the conditions of this resolution.

Zoning Regulations (Per Section 27-462(a) of the prior Prince George's County Zoning Ordinance)

	REQUIRED	PROVIDED
Street setback – Saint Lola Lane (private road)	10 feet	110 feet
Side setback – North	12 feet	75 feet
Street setback – US 301	10 feet	70 feet
Side setback - South	12 feet	34.5 feet
Building height	N/A	21 feet

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

	Requirement	Provided
Eating and drinking establishment with drive-through [1.0 space for every 3 seats, +1.0 space for 50 sq. ft. of GFA (excluding any area used exclusively for storage or patron seating, and any exterior patron service area)]	43	-
Regular parking space (9.5 feet by 19 feet)	-	26
Reserved pickup space (9.5 feet by 19 feet)	-	3
Compact parking space (8 feet by 16.5 feet)	max. 14	14
Handicap van-accessible space	min. 2	2
Total	43*	**45**

Notes: *Of which at least two shall be handicap-accessible, in accordance with Section 27-566(b) of the prior Zoning Ordinance. In addition, up to 14 (one third of the requirement) may be compact, in accordance with Section 27-559(a) of the prior Zoning Ordinance.

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

	Required	Provided
Loading spaces (33 feet x 12 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 71B and Council District 4. Geographically, it is located on the east side of US 301 (Robert Crain Highway), approximately 840 feet north of its intersection with Mill Branch Road.

4. **Surrounding Uses:** The site is bounded to the north and south by lots that are part of the Mill Branch Crossing development, for future development, in the Commercial, General and Office (CGO) Zone (previously zoned Commercial Shopping Center (C-S-C)). To the east is Saint Lola Lane, and beyond is residential development within Mill Branch Crossing, in the CGO Zone (previously zoned C-S-C), approved with DSP-20003. To the west is US 301, and beyond are an integrated shopping center, known as Collington Plaza Shopping Center, in the CGO Zone (previously zoned C-S-C), and a residential development in the Legacy Comprehensive Design Zone (previously zoned Residential Urban Development).

5. **Previous Approvals:** The 2006 *Approved Master Plan and Sectional Map Amendment for Bowie and Vicinity* reclassified the subject property from the prior Residential Agricultural (R-A) Zone to the prior C-S-C Zone. The 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* retained the property in the prior C-S-C Zone.

   Preliminary Plan of Subdivision (PPS) 4-19050 was approved by the Planning Board on March 18, 2021 (PGCPB Resolution No. 2021-42), for creation of 190 lots and 39 parcels for development of 190 single-family attached dwellings, 408 multifamily dwelling units, a 150-room hotel, and 77,635 square feet of commercial development.

   DSP-20003 was approved by the Planning Board on April 7, 2022 (PGCPB Resolution No. 2022-35), for development of 190 townhouses, 408 multifamily dwelling units in 6 buildings, and infrastructure improvements for the remainder of the site for future commercial development.

   DSP-20003-01 was approved by the Planning Board on September 7, 2023 (PGCPB Resolution No. 2023-88), for development of Parcel 15 with a 4,809-square-foot food or beverage store. Parcel 15 also includes a car wash, which was approved with Special Exception SE-22006. This SE was approved by the Zoning Hearing Examiner on April 5, 2024.

6. **Design Features:** The development of a 2,325-square-foot building and associated site features for an eating and drinking establishment with drive-through service will be located on Parcel 8. Subsequent to the subject DSP, part of existing Outlots 8 and 9 will be re-platted for creation of Parcel 8, prior to approval of building permits.

   The site will be accessed from a private road internal to the Mill Branch Crossing development, Saint Lola Lane, which can be accessed via a right-in/right-out access from US 301, and from Mill Branch Drive via private road Saint Ridgely Boulevard (also part of the Mill Branch Crossing development). Access to the site from Saint Lola Lane is located on proposed Parcel 7. The site features a drive-through pick-up window, which is solely for pick-up of online/mobile orders.

Architecture
The architectural design of the building is contemporary, with a flat roof. The building has an articulated façade and is finished with a mix of materials, including glazing, brick, metal coping, and aluminum wall panel systems.

Signage
The building will have two illuminated, channel letter, wall signs; one each on the east and west elevations. One additional drive-through site directional sign is approved. According to Section 27-613 of the prior Zoning Ordinance, the total area of all signs for the one-story building must not exceed 2 square feet, for each linear foot of width along the building's principal entrance. The provided signage schedule indicates a maximum allowable building signage area of 77.84 square feet. The approved signage totals 66.87 square feet, which complies with the allowable signage area. The submitted plans also include the details of the signs.

Lighting
The subject DSP includes both building-mounted and pole-mounted lighting throughout the site, with details. 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.

Loading and Trash Facilities
The subject DSP includes one loading space located internally to the subject property, which is collocated with the drive-through pick-up lane. The applicant's statement of justification states that deliveries and loading operations for this building will take place only between the hours of 12:00 a.m. and 7:00 a.m., when the building is closed to the public, and use of this space for loading will not hinder food service operations. The approved landscaping of trees and bushes along the western property line provides screening of the loading space from US 301. Additional landscaping is shown along Saint Lola Lane, consistent with Section 4.3 (Parking Lot Requirements) of the Landscape Manual, which screens the loading space from Saint Lola Lane. Per Section 4.4 of the 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 submitted plans also show the location of the dumpster, with the details and dimensions of the dumpster enclosure that will wholly screen the dumpster from view.

COMPLIANCE WITH EVALUATION CRITERIA

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

    a. This application is subject to the requirements of Section 27-454, C-S-C 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 prior Zoning Ordinance, "Landscaping, screening, and buffering of all development in the Commercial Zones shall be in accordance with the provisions of the Landscape Manual." Evaluation of the Landscape Manual has been addressed in Finding 10 below.

(c) Uses

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

The subject DSP approves development of an eating and drinking establishment, with drive-through service. Per Section 27-461(b) of the prior Zoning Ordinance, this use is permitted in the C-S-C Zone, subject to Footnote 24. The footnote requires that a DSP, in accordance with Part 3, Division 9, be approved. 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-S-C 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.

The subject DSP is in conformance with these regulations. Specific details have been discussed in Findings 2 and 6 above and Finding 10 below.

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

(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.

(i) Parking lots should generally be provided to the rear or sides of structures;

(ii) Parking spaces should be located as near as possible to the uses they serve;

(iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;

(iv) Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and

(v) Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.

The submitted plans include a sidewalk along the frontage of Saint Lola Lane, and sidewalk and crosswalk connections within the subject site. Parking spaces are arranged along drive aisles to the sides of the building for easy access, and to avoid conflicts with pedestrian connectivity. Handicap-accessible parking spaces are provided and easily visible for patron use. The perimeter parking lot landscaping minimizes the visual impact of cars from Saint Lola Lane and US 301.

(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.

One loading space is included in this DSP, which has been discussed in Finding 6 above. The loading space is located internal to the subject site, and to the south of the building. The loading space is also away from the on-site vehicular and pedestrian circulation. Accordingly, it is visually unobtrusive and has minimal conflicts with vehicles and pedestrians.

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

(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 is accessed via the vehicular entry/exit point located on Saint Lola Lane, within proposed Parcel 7. A crosswalk is approved crossing the driveway, connecting the Saint Lola Lane frontage to the subject development and adjacent property. The submitted plans show both vehicular and pedestrian circulation to be safe, efficient, and convenient.

Crosswalks are provided where pedestrians must cross the vehicular entry and exit of the site.

(3) Lighting.

(A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site design's character. To fulfill this goal, the following guidelines should be observed:

(i) If the development is used at night, the luminosity, orientation, and location of exterior light fixtures should enhance user safety and minimize vehicular/pedestrian conflicts;

(ii) Lighting should be used to illuminate important on-site elements such as entrances, pedestrian pathways, public spaces, and property addresses. Significant natural or built features may also be illuminated if appropriate to the site;

(iii) The pattern of light pooling should be directed on-site;

(iv) Light fixtures fulfilling similar functions should provide a consistent quality of light;

(v) Light fixtures should be durable and compatible with the scale, architecture, and use of the site; and

(vi) If a variety of lighting fixtures is needed to serve different purposes on a site, related fixtures should be selected. The design and layout of the fixtures should provide visual continuity throughout the site.

Lighting for this DSP has been discussed in Finding 6 above, demonstrating adequate illumination for users and for the site in the evening. The lighting plans do not specifically indicate that the fixtures are full cut off. A condition has been included herein requiring full cut off fixtures.

(4) Views.

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

The varied landscaping approved along the property's border, facing US 301, creates a scenic view for both drivers passing by and pedestrians using the adjacent trail.

(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.

Strategically located green areas were determined with the overall DSP-20003 for Mill Branch, and are unchanged by this DSP amendment for Parcel 8. The green area is to be provided primarily on the perimeter of the overall site. The size, shape, location, and design of green area is appropriate to enhance landscape screening from residential areas located to the east of the subject site, and views along the street frontage of Saint Lola Lane and US 301.

(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 Prince George's County Subdivision Regulations, was satisfied with the approval of the original DSP. The subject DSP does not impact the 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.

Approved street furniture, including light fixtures, bike racks, and trash receptacles, are adjacent to pedestrian and vehicular paths, and finished to complement the establishment's color scheme and align with the overall building design. Outdoor seating with tables is provided as an additional amenity, enhancing the enjoyment and comfort of the site. These site and streetscape amenities contribute to an attractive, coordinated development and enhance the use and enjoyment of the site.

(7) Grading.

(A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts. To fulfill this goal, the following guidelines should be observed:

(i) Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;

(ii) Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;

(iii) Grading and other methods should be considered to buffer incompatible land uses from each other;

(iv) Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and

(v) Drainage devices should be located and designed so as to minimize the view from public areas.

Evaluation of the topography and execution of grading was found acceptable and executed with the original DSP**.** The subject DSP does not approve any changes to grading completed with the original DSP.

(8) Service Areas.

(A) Service areas should be accessible, but unobtrusive. To fulfill this goal, the following guidelines should be observed:

(i) Service areas should be located away from primary roads, when possible;

(ii) Service areas should be located conveniently to all buildings served;

(iii) Service areas should be effectively screened or enclosed with materials compatible with the primary structure; and

(iv) Multiple building developments should be designed to form service courtyards which are devoted to parking and loading uses and are not visible from public view.

The submitted plans show that the location of the dumpster and one loading space are accessible, but unobtrusive due to its location at the rear of the site, away from Saint Lola Lane. While both are screened with landscaping, the dumpster is also enclosed.

(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.

This requirement was satisfied with the original DSP for a large-scale, mixed-use development and is not being altered with this subject DSP.

(10) Architecture.

(A) When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with 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 is provided in Finding 6 above.

(11) Townhouses and three-family dwellings.

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

8. **Preliminary Plan of Subdivision (PPS) 4-19050:** PPS 4-19050 was approved by the Planning Board on March 18, 2021 (PGCPB Resolution No. 2021-42), subject to 24 conditions. The conditions relevant to the revision of this DSP are listed below, in **bold** text. The Planning Board's analysis of the PPS conditions follows each one, in plain text:

3. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in this resolution of approval, shall require the approval of a new preliminary plan of subdivision, prior to the approval of any building permits.

The subject DSP does not show a substantial revision to the mix of uses on the subject property. The Subtitle 24 adequacy findings of the PPS are not affected with this DSP.

4. Development of this site shall be in conformance with the stormwater management concept plan for this project (01-0614-205NE14, once reapproved by the City of Bowie), and any subsequent revisions.

A revision of the stormwater management (SWM) concept plan for the overall Mill Branch Crossing development and an associated approval letter (01-0624-205NE14) were submitted with the DSP. The approval letter is dated June 26, 2024, and expires on June 26, 2027. The DSP conforms to the approved SWM concept plan.

5. Prior to approval of a final plat, in accordance with the approved preliminary plan of subdivision, the final plat shall include the dedication of public utility easements (PUEs) along all public and private rights-of-way, unless a variation from the PUE requirement is obtained.

The property was previously platted as Outlots 8 and 9 in Plat Book ME 262 page 52. The plat shows public utility easements (PUEs) on the outlots, consistent with PPS 4-19050, and the subject DSP shows PUEs consistent with the PPS and the plat. When the property is re-platted as Parcel 8, the new plat will need to show the required PUE.

13. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-020-2020). The following note shall be placed on the final plat of subdivision:

> **"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-016-2020 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."**

14. Prior to issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision:

> **"This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved."**

An approved Type 2 Tree Conservation Plan (TCP2-044-2021), for the entire Mill Branch Crossing development, was submitted with this DSP. A subsequent amendment (TCP2-044-2021-01) was submitted with SE-22006, for a different portion of the Mill Branch Crossing development. This DSP does not demonstrate any further revisions to the approved TCP2.

15. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area, except for any approved impacts and shall be reviewed by the Environmental Planning Section, prior to approval of the final plat. The following note shall be placed on the plat:

"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed."

The subject property does not contain primary management area.

18. Total development within the subject property shall be limited to uses which generate no more than 909 AM peak-hour trips and 1,231 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

The subject DSP does not demonstrate commercial development exceeding that approved under the PPS; therefore, this condition is met.

20. In conformance with the 2009 Approved Countywide Master Plan of Transportation, and the 2006 Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following improvements, and provide an exhibit that depicts the following improvements, prior to acceptance of any detailed site plan:

a. Bikeway signage and shared lane markings (e.g., "sharrow"), within the right of way, along the subject site's frontage of Mill Branch Road, unless modified with written correspondence by the Prince George's County Department of Permitting, Inspections and Enforcement, and/or the Maryland State Highway Administration, as appropriate.

The approved development, which is the subject of this DSP, does not have frontage on Mill Branch Crossing Road. However, an exhibit was provided with the original DSP showing this improvement, in conformance with this condition.

b. Minimum 5-foot-wide sidewalks along both sides of all internal roadways, public or private, excluding alleyways.

The development includes a 5-foot-wide sidewalk along Saint Lola Lane, and around the building, ending at the pedestrian entrances.

c. Minimum 5-foot-wide sidewalks along the full lengths of proposed Roads A, D, and F.

The approved development fronts Saint Lola Lane, previously referred to as Road A during PPS 4-19050. A 5-foot-wide sidewalk is approved that extends the full length of the development's frontage on Saint Lola Lane.

d. A wide crosswalk with a pedestrian island crossing US 301 at Mill Branch Road, unless modified by the Maryland State Highway Administration, with written correspondence.

The wide crosswalk with a pedestrian island crossing US 301 was installed, reviewed, and determined to be acceptable with DSP-20003.

e. Continental style crosswalk crossing all access points along Private Road A and Chesley Avenue.

The approved development includes a vehicular access point along Saint Lola Lane, on adjacent proposed Parcel 7, featuring continental-style crosswalks across the entry and exit area. A continental-style crosswalk is also provided on the inter-parcel vehicular access area, providing safe pedestrian movement from Saint Lola Lane to the entrance of the building.

f. Long- and short-term bicycle parking, consistent with the 2012 AASHTO Guide for the Development of Bicycle Facilities, to accommodate residents and visitors at the proposed multifamily building, hotel, and commercial spaces.

The subject of the DSP does not include multifamily building or hotel. The commercial space that is the subject of this DSP provides two bicycle racks adjacent to the entrance of the building.

g. Parallel or perpendicular ADA curb ramps at all intersections within the subject site.

All intersections of the subject site contain Americans with Disabilities Act truncated dome patterned curb ramps.

24. Prior to issuance of a use and occupancy permit for the development, the applicant and the applicant's heirs, successors, and/or assignees shall:

a. Contact the Prince George's County Fire/EMS Department to request a pre-incident emergency plan for the facility.

b. Install and maintain automated external defibrillators (AEDs), in accordance with the Code of Maryland Regulations (COMAR) requirements (COMAR 30.06.01-05), so that any employee is no more than 500 feet from an AED.

c. Install and maintain bleeding control kits next to fire extinguisher installation and no more than 75 feet from any employee.

These requirements shall be noted on the detailed site plan for the development.

The requirements of this condition are noted in General Note 41, on the coversheet. Therefore, this condition is met for the purposes of this DSP. Conformance to the noted requirements will be evaluated at the time of permitting.

9. **Detailed Site Plan DSP-20003:** DSP-20003 was approved by the Planning Board on April 7, 2022 (PGCPB Resolution No. 2022-35), subject to five conditions. None of the conditions are applicable to the subject DSP.

10. **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; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The submitted landscape plan demonstrates conformance to these requirements.

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This site is subject to the grandfathering provisions of the 2024 Prince George's County Woodland Conservation Ordinance because the property had a tree conservation plan that was accepted for review on or before June 30, 2024, and shall conform to the environmental regulations of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance. A prior tree conservation plan approval was implemented with a grading permit that was approved prior to July 1, 2024, and was partially developed. This application does not demonstrate any changes to the implemented TCP2.

The woodland conservation threshold for this 70.11-acre property is 15 percent of the net tract area (60.16 acres), or 9.02 acres. The total woodland conservation requirement, based on the amount of clearing, is 14.77 acres.

This requirement was satisfied through a combination of 3.61 acres of on-site woodland preservation, 5.14 acres of on-site reforestation/afforestation, and 6.03 acres of off-site woodland conservation for a total of 14.78 acres.

12. **Prince George's County Tree Canopy Coverage Ordinance:** The subject site is located within the Mill Branch Crossing development, in the CGO Zone. DSP-20003 was approved for clearing, grading, and infrastructure for the entire Mill Branch Crossing site, including the subject property. The DSP included a landscape plan demonstrating conformance to the Prince George's County Tree Canopy Coverage Ordinance for the entire 70.11-acre Mill Branch Crossing site, through the provision of on-site woodland conservation and reforestation/afforestation. Therefore, per Section 25-127(a)(4) of the Prince George's County Code, the current DSP-20003-03 is subject to the Tree Canopy Coverage Ordinance regulations in place at the time of approval of DSP-20003, and not the regulations as updated by Prince George's County Council Bill CB-21-2024. The tree canopy coverage (TCC) schedule reflecting conformance to the

requirements for the entire Mill Branch Crossing site should be added to the landscape plan, along with a note relative to the TCC conformance having been met with the approval of DSP-20003. A condition is included herein requiring this update.

13. **Referral Comments:** The subject DSP was referred to the concerned agencies and divisions. The Planning Board has reviewed and adopts referral comments that are incorporated herein by reference and are summarized, as follows:

a. **Historic Preservation and Archeological Review**—In a memorandum dated December 27, 2024 (Stabler, Smith, and Chisholm to Myerholtz), the following comments were noted:

The 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* (master plan) contains goals and policies related to historic preservation (pages 158–165). However, these are not specific to the subject site. The underlying PPS (4-19050) covered 70 acres and included a Phase III archeological investigation completed in June 2020 on Site 18PR857, an 18th-century plantation house lot. No additional archeology was recommended.

b. **Community Planning**—In a memorandum dated December 30, 2024, (Lester to Myerholtz), it was noted that, while master plan conformance is not a required finding for this DSP, the subject DSP does conform with the master plan's recommended land use for the subject property.

c. **Transportation Planning**—In a memorandum dated January 3, 2025 (Shaw to Myerholtz), an analysis of the DSP was noted, regarding relevant prior conditions of approval and Zoning Ordinance compliance, which have been incorporated into the findings and conditions of this resolution. Further, the following comments were noted:

Master Plan Pedestrian and Bike Facilities
The 2009 *Approved Countywide Master Plan of Transportation* (MPOT) recommends the following master-planned facilities that are adjacent to the site:

- Planned Side Path: F-10 (US-301)

- Planned Bike Lane: P-310

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, pages 9 and 10):

Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

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

The master plan recommends the following facilities within or adjacent to the subject property:

TM 1.3: Streets constructed to serve new commercial, multifamily, or mixed-use developments should contain, at a minimum:

- **Six-foot-wide sidewalks on both sides.**
- **Crosswalks on all legs of an intersection.**

Although the adjacent master-planned facilities do not impact this site, the site plans include the planned 12-foot, shared-use path between US 301 and the property boundary, west of the subject site. The current DSP includes a comprehensive system of sidewalks and associated crosswalks along Saint Lola Lane, providing continuous connections to the site and throughout the development. Although the master plan recommends a 6-foot-wide sidewalk, the planned 5-foot-wide sidewalk is consistent with the recommended width of the prior approval in 2019. In addition, the bicycle parking provided can accommodate multimodal use of the site. The Planning Board finds that the planned facilities and amenities meet the intent of the master plan's goals and policies.

d. **Subdivision Review**—In a memorandum dated December 27, 2024 (Vatandoost to Myerholtz), comments were noted pertaining to the existing property description and configuration of Parcel 8, which have been incorporated into Finding 2 and the conditions contained in this resolution.

e. **Environmental Planning**—In a memorandum dated December 10, 2024 (Juba to Mitchum), the following was noted:

The site has an approved Natural Resources Inventory (NRI-029-07-04) valid until June 5, 2025. This site has an approved and partially implemented TCP2-044-2021 and the approved work will not result in any significant changes to the limits of disturbance of the previously approved TCP2, or create additional impacts to any REF. An approved SWM Concept Plan and Letter (01-0624-205NE14) was submitted with this DSP, that expires on June 26, 2027 from the City of Bowie. This plan shows that the approved modifications to the site are within the previously approved limits of disturbance of the previous DSP approval. The approved changes will not result in any additional clearing or impacts to REF. The current approved TCP2-044-2021, which was approved with DSP-20003-01, is consistent with this DSP revision.

f. **Permit Review**—In a memorandum dated December 30, 2024 (Jacobs to Myerholtz), it was noted that there were no comments on this application.

g. **Prince George's County Department of Parks and Recreation (DPR)**—At the Subdivision and Development Review Committee conference held on November 22, 2024, it was noted that there were no comments on this application.

h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this resolution, DPIE had no comments on this application.

i. **Price George's County Police Department**—At the time of the writing of this resolution, the Police Department had no comments on this application.

j. **Prince George's County Fire/EMS Department**—At the time of the writing of this resolution, the Fire/EMS Department did not offer comments on this application.

k. **Prince George's County Health Department**—At the time of the writing of this resolution, the Health Department had not offered comments on the subject application.

l. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this resolution, WSSC had not offered comments on the subject application.

m. **Public Utilities**—At the time of the writing of this resolution, the public utility companies did not offer comments on this application.

n. **City of Bowie**—This case was heard at a City of Bowie Council meeting on January 21, 2025. The City's findings and recommendations are included in the backup for this DSP.

14. **Community Feedback:** The Prince George's County Planning Department did not receive any written correspondence form the community for this application.

15. **Planning Board Hearing:** The Planning Board held a public hearing on this application on January 30, 2025. At the hearing, and in rendering its decision, the Board considered all written and oral testimony, along with all exhibits submitted according to the Board's procedures.

Prior to the hearing, the applicant provided one exhibit (Applicant's Exhibit 1), which proposed a revision to Condition 1a, as articulated in the staff report. Specifically, the staff report recommended that the area subject to this DSP be revised to include "Parcels 7 and 8." The applicant sought to have Parcel 7 deleted from this condition because proposed Parcel 7 is subject to another DSP amendment (DSP-20003-04), which is currently under review. During the hearing, the applicant verbally proffered a condition of approval that, prior to certification of this DSP, the applicant must "[p]rovide evidence that DSP-20003-04 for proposed Parcel 7 has been approved, and that the said approved plan includes an access drive which will also provide access

to proposed Parcel 8, the subject of DSP-20003-03." Staff indicated that they concurred with the applicant. The Planning Board concurred with the deletion of Parcel 7 from Condition 1a and the addition of the applicant's proffered condition.

16. Based on the foregoing analysis, and as required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, as approved with the conditions herein, 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 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 the REF have been preserved, and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Section 24-130(b)(5). 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-20003-03 for the above-described land, subject to the following conditions:

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

    a. Revise the site data, including the total acreage, the cover sheet, and plans to identify the subject property of this DSP amendment as proposed Parcel 8, with the abutting lots retaining an outlot designation for future development, unless having been superseded by an approved DSP amendment.

    b. Provide evidence that Detailed Site Plan DSP-20003-04 for proposed Parcel 7 has been approved, and that the said approved plan includes an access drive which will also provide access to proposed Parcel 8, the subject of Detailed Site Plan DSP-20003-03.

    c. Revise General Note 22 to reflect the correct approval dates of the previously approved applications.

    d. Provide notes on lighting details stating that lighting fixtures will be full cut-off.

e. Provide a tree canopy coverage schedule to reflect conformance to the requirements for the entire gross tract area of the Mill Branch Crossing site, through the provided on-site woodland conservation and reforestation/afforestation, along with a note relative to the conformance having been met with the approval of Detailed Site Plan DSP-20003.

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

* * * * * * * * * * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Doerner, Geraldo, and Shapiro voting in favor of the motion at its regular meeting held on Thursday, January 30, 2025, in Largo, Maryland.

Adopted by the Prince George's County Planning Board this 20th day of February 2025.

Peter A. Shapiro
Chairman

By Jessica Jones
Planning Board Administrator

PAS:JJ:DM:tr

Laura Tallerico
Approved for Legal Sufficiency
M-NCPPC Office of General Counsel
2/12/2025

THE MARYLAND-NATIONAL CAPITAL
Park and Planning Commission
Prince George's County Planning Board | Office of the Chairman

1616 McCormick Drive, Largo, MD 20774
301-952-3560
pgcpb@ppd.mncppc.org
www.pgplanningboard.org

PGCPB No. 2025-025 File No. DSP-20003-04

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, Green Branch LLC, submitted an application for approval of a detailed site plan; and

WHEREAS, pursuant to Section 27-1704(b) of the Zoning Ordinance, unless the period of time under which a development approval or permit 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 prior Subdivision Regulations.; and

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

WHEREAS, in consideration of evidence presented at a public hearing on March 20, 2025, regarding Detailed Site Plan DSP-20003-04 for Mill Branch Crossing Inline Retail, the Planning Board finds:

1. **Request:** This detailed site plan (DSP) is for development of a 10,237-square-foot multi-tenant commercial retail building on Parcel 7 of the Mill Branch Crossing subdivision. The subject property (Parcel 7) is 1.31 acres and is part of the Mill Branch Crossing development, approved with DSP-20003, which comprises a total land area of approximately 70.11 acres.

2. **Development Data Summary:**

	EXISTING	EVALUATED
Zone(s)	CGO	C-S-C
Use(s)	Vacant	Multi-tenant commercial retail building with drive-through service
Gross tract acreage	1.91**	1.91**
Outlots	2* (Part of Outlots 7 and 8)	-
Parcels	-	1* (Parcel 7)
Gross floor area (sq. ft.)	-	10,237

Note: *Under the original DSP-20003, only infrastructure was approved and no final design for development of the commercial area was approved. Given final configuration of the commercial parcels was unknown at that time, since specific tenants and buildings were not part of that approval, the commercial area was platted as outlots to facilitate grading, while indicating that future DSP approval for the commercial development and final parcel configuration would still be needed. The property is currently comprised of part of

existing Outlots 7 and 8, recorded in Plat Book ME 262 page 52 of the Prince George's County Land Records.

Zoning Regulations (Per Section 27-462(a) of the prior Prince George's County Zoning Ordinance)

	REQUIRED (min.)	**PROVIDED**
Street setback – Saint Lola Lane (private road)	10 feet	95 feet
Side setback – North	12 feet	45 feet
Street setback – US 301	10 feet	84 feet
Side setback - South	12 feet	44 feet
Building height	N/A	24.67 feet

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

	Requirement	**Provided**
Normal parking generation group (1.0 space / 150 sq. ft. of GFA of the first 3,000 sq. ft. GFA +1.0 space for 200 sq. ft. of GFA above the first 3,000 sq. ft.)	min. 56	-
• Regular parking space (9.5 feet X 19 feet)	-	38
• Compact parking space (8 feet X 16.5 feet)	max. 18	16
• Handicap-accessible space	min. 3	4
• **Total**	56*	58

Note: *Of which at least three shall be handicap-accessible, in accordance with Section 27-566(b) of the prior Zoning Ordinance. In addition, up to 18 (one third of the requirement) may be compact, in accordance with Section 27-559(a) of the prior Zoning Ordinance.

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

	Required (min.)	**Provided**
Loading spaces (33 feet x 12 feet)	2	1*

Note: *The loading space size shown on the DSP does not meet the width requirement outlined in Section 27-582(a) of the prior Zoning Ordinance. A condition has been included herein to

revise the loading space size to comply with this requirement. The length of the loading space shown is more than double the minimum length required. As such, two loading spaces can fit in the area dedicated to loading on the DSP. A condition has been included herein to revise the DSP to show the required two loading spaces.

Bicycle Spaces
This DSP includes four U-shaped bicycle racks, two of which are located near the entrance of the front of the building, and two near the rear entrance, to support a multimodal system of service. The configuration of these bicycle racks, as shown on the DSP, may cause bicycles to stick out into the sidewalk or parking facilities. A condition is included herein to rotate the position of the bicycle racks to avoid these potential conflicts.

3. **Location:** The subject site is in Planning Area 71B and Council District 4. Geographically, it is located on the east side of US 301 (Robert Crain Highway), approximately 550 feet north of its intersection with Mill Branch Road.

4. **Surrounding Uses:** The site is bounded to the north and south by lots that are part of the Mill Branch Crossing development, for future development, in the Commercial, General and Office (CGO) Zone (previously zoned Commercial Shopping Center (C-S-C)). To the east is Saint Lola Lane, and beyond is residential development within Mill Branch Crossing, in the CGO Zone (previously zoned C-S-C), approved with DSP-20003. To the west is US 301, and beyond are an integrated shopping center, known as Collington Plaza Shopping Center, in the CGO Zone (previously zoned C-S-C), and a residential development in the Legacy Comprehensive Design Zone (previously zoned Residential Urban Development).

5. **Previous Approvals:** The 2006 *Approved Master Plan and Sectional Map Amendment for Bowie and Vicinity* reclassified the subject property from the prior Residential Agricultural (R-A) Zone to the prior C-S-C Zone. The 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* (master plan) retained the property in the prior C-S-C Zone.

   Preliminary Plan of Subdivision (PPS) 4-19050 was approved by the Planning Board on March 18, 2021 (PGCPB Resolution No. 2021-42), for creation of 190 lots and 39 parcels for development of 190 single-family attached dwellings, 408 multifamily dwelling units, a 150-room hotel, and 77,635 square feet of commercial development.

   DSP-20003 was approved by the Planning Board on April 7, 2022 (PGCPB Resolution No. 2022-35), for development of 190 townhouses, 408 multifamily dwelling units in six buildings, and infrastructure improvements for the remainder of the site for future commercial development. Since 2022, three amendments to the DSP have been approved by the Planning Board for the tenant-specific commercial development of Parcels 8, 9, and 15 within Mill Branch Crossing.

6. **Design Features:** The development of a 10,237-square-foot multi-tenant retail building with drive-through service will be located on Parcel 7. Subsequent to the subject DSP, if approved, part of existing Outlots 7 and 8 will be re-platted for the creation of Parcel 7, prior to approval of building permits.

The site will be accessed from a private road internal to the Mill Branch Crossing development, Saint Lola Lane, which can be accessed via a right-in/right-out access from US 301, and from Mill Branch Drive via a private road, Saint Ridgely Boulevard (also part of the Mill Branch Crossing development). Access to the site from Saint Lola Lane is located on Parcel 7.

Architecture
The architectural design of the approved building is contemporary, with a flat roof. The building façade is finished with a mix of materials, including glazing, brick, stone, metal coping, exterior insulation and finish system, and aluminum wall panel systems. The roof features a variety of parapet heights, which breaks up the massing of the building.

Signage
The building will have 12 wall signs, one for each tenant on both the east and west elevations. One additional drive-through site directional sign is included. According to Section 27-613 of the prior Zoning Ordinance, the total area of all signs for the one-story building must not exceed 2 square feet for each linear foot of width along the building's principal entrance. The provided signage schedule indicates a maximum allowable building signage area of 291.34 square feet. The approved signage locations and sizes shown on the front and rear architectural elevations total 290.51 square feet, which complies with the allowable signage area. While the approved signs do meet all prior Zoning Ordinance regulations in Section 27-613 relative to location, height, and area, the submitted plans do not include all of the design details of the signs. Therefore, a condition is included herein requiring the applicant to submit complete signage details listed in Section 27-596(c) of the prior Zoning Ordinance, prior to certification of the DSP.

Lighting
The subject DSP includes both building-mounted and pole-mounted lighting throughout the site, with details. 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.

Loading and Trash Facilities
The subject DSP includes one loading space, located internally to the subject property, which is located on the south side of the site. The approved landscaping of trees and bushes along the western property line provides screening of the loading space from US 301. Additional landscaping is shown along Saint Lola Lane, consistent with Section 4.3, Parking Lot Requirements, of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), which screens the loading space from Saint Lola Lane. The loading space shown on the DSP is 11 feet wide and 71 feet long. The minimum width for a loading space per Section 27-578 of the prior Zoning Ordinance is 12 feet wide. A condition is included herein to revise the loading space to comply with this requirement.

Per Section 4.4 of the 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 submitted plans also show the location of the dumpster, with the details and dimensions of the dumpster enclosure that will wholly screen the dumpster from view.

COMPLIANCE WITH EVALUATION CRITERIA

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

a. This application is subject to the requirements of Section 27-454, C-S-C 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 prior Zoning Ordinance, "Landscaping, screening, and buffering of all development in the Commercial Zones shall be in accordance with the provisions of the Landscape Manual**."** Evaluation of the Landscape Manual has been addressed in Finding 10 below.

(c) Uses

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

The subject DSP includes development of a multi-tenant commercial retail establishment, with multiple tenants. Per Section 27-461(b) of the prior Zoning Ordinance, many retail uses are permitted in the C-S-C Zone. Specific uses, once determined, may require further review for use-specific requirements.

(d) Regulations.

(1) Additional regulations concerning the location, size, and other provisions for all buildings and structures in the C-S-C 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.

The subject DSP is in conformance with these regulations. Specific details have been discussed in Findings 2 and 6 above and Finding 10 below.

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

(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.

(i) Parking lots should generally be provided to the rear or sides of structures;

(ii) Parking spaces should be located as near as possible to the uses they serve;

(iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;

(iv) Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and

(v) Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.

The submitted plans include a sidewalk along the frontage of Saint Lola Lane, and sidewalk and crosswalk connections within the subject site. Parking spaces are arranged along the drive aisles to the front and rear of the building for easy access, and to avoid conflicts with pedestrian connectivity. Handicap-accessible parking spaces are provided and are easily visible for patron use. The perimeter parking lot landscaping minimizes the visual impact of cars from Saint Lola Lane and US 301.

(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.

One loading space is included in this DSP, which has been discussed in Finding 6 above. The loading space is located internal to the subject site, and to the south of the building. The loading space is also away from the on-site vehicular and pedestrian circulation. Accordingly, it is visually unobtrusive and has minimal conflicts with vehicles and pedestrians.

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

(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 is accessed via the vehicular entry/exit point located on Saint Lola Lane, within Parcel 7. A crosswalk is included crossing the driveway, connecting the Saint Lola Lane frontage to the subject development and adjacent property. The submitted plans show both vehicular and pedestrian circulation to be safe, efficient, and convenient. Crosswalks are provided where pedestrians must cross the vehicular entry and exit of the site.

(3) Lighting.

(A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site design's character. To fulfill this goal, the following guidelines should be observed:

(i) If the development is used at night, the luminosity, orientation, and location of exterior light fixtures should enhance user safety and minimize vehicular/pedestrian conflicts;

(ii) Lighting should be used to illuminate important on-site elements such as entrances, pedestrian pathways, public spaces, and property addresses. Significant natural or built features may also be illuminated if appropriate to the site;

(iii) The pattern of light pooling should be directed on-site;

(iv) Light fixtures fulfilling similar functions should provide a consistent quality of light;

(v) Light fixtures should be durable and compatible with the scale, architecture, and use of the site; and

(vi) If a variety of lighting fixtures is needed to serve different purposes on a site, related fixtures should be selected. The design and layout of the fixtures should provide visual continuity throughout the site.

Lighting for this DSP has been discussed in Finding 6 above, demonstrating adequate illumination for users and for the site in the evening. The included lighting fixtures are consistent with approved lighting plans on adjacent properties. The lighting plans do not specifically indicate that the fixtures are full cut off. A condition has been included herein requiring full cut-off fixtures.

(4) Views.

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

The varied landscaping included along the property's border, facing US 301, creates a scenic view for both drivers passing by and pedestrians using the adjacent trail.

(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.

Strategically located green areas were determined with the overall DSP-20003, for Mill Branch, and are unchanged by this DSP amendment for Parcel 7. The green area is to be provided primarily on the perimeter of the overall site. The size, shape, location, and design of green area is appropriate to enhance landscape screening from residential areas located to the east of the subject site, and views along the street frontage of Saint Lola Lane and US 301.

(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 Prince George's County Subdivision Regulations, was satisfied with the approval of the original DSP. The subject DSP does not impact the 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.

Approved light fixtures and bike racks are adjacent to pedestrian and vehicular paths and finished to complement the establishment's color scheme and align with the overall building design. The included amenities, as modified in the conditions herein, are clearly visible and do not obstruct 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.

Evaluation of the topography and execution of grading was found acceptable and was executed with the original DSP. The subject DSP includes minor grading changes from the approved DSP-20003 along the western boundary of the site. This grading minimizes disruption to existing topography on the site and on adjacent sites**.**

(8) Service Areas.

(A) Service areas should be accessible, but unobtrusive. To fulfill this goal, the following guidelines should be observed:

(i) Service areas should be located away from primary roads, when possible;

(ii) Service areas should be located conveniently to all buildings served;

(iii) Service areas should be effectively screened or enclosed with materials compatible with the primary structure; and

(iv) Multiple building developments should be designed to form service courtyards which are devoted to parking and loading uses and are not visible from public view.

The submitted plans show that the location of the dumpsters and one loading space are accessible, but unobtrusive, due to the location at the rear of the site, away from Saint Lola Lane. While both are screened with landscaping, the dumpster is also enclosed.

(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.

This requirement was satisfied with the original DSP for a large-scale, mixed-use development, and is not being altered with this subject DSP.

(10) Architecture.

(A) When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with a unified, harmonious use of materials and styles.

(B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.

(C) These guidelines may be modified in accordance with Section 27-277.

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

(11) Townhouses and three-family dwellings.

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

8. **Preliminary Plan of Subdivision (PPS) 4-19050:** PPS 4-19050 was approved by the Planning Board on March 18, 2021 (PGCPB Resolution No. 2021-42), subject to 24 conditions. The conditions relevant to the revision of this DSP are listed below, in **bold** text. The Planning Boards's findings, in review of the conditions, follows each one, in plain text:

3. **A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in this resolution of approval, shall require the approval of a new preliminary plan of subdivision, prior to the approval of any building permits.**

   The subject DSP does not include a substantial revision to the mix of uses on the subject property. The Subtitle 24 adequacy findings of the PPS are not affected with this DSP.

4. **Development of this site shall be in conformance with the stormwater management concept plan for this project (01-0614-205NE14, once reapproved by the City of Bowie), and any subsequent revisions.**

   A revision of the stormwater management (SWM) concept plan for the overall Mill Branch Crossing development and an associated approval letter (01-0624-205NE14) were submitted with the DSP. The approval letter is dated June 26, 2024, and expires on June 26, 2027. The DSP conforms to the approved SWM concept plan.

5. **Prior to approval of a final plat, in accordance with the approved preliminary plan of subdivision, the final plat shall include the dedication of public utility easements (PUEs) along all public and private rights-of-way, unless a variation from the PUE requirement is obtained.**

   The property was previously platted as Outlots 7 and 8 in Plat Book ME 262 pages 51 and 52. The plat shows public utility easements (PUEs) on the outlots, consistent with PPS 4-19050, and the subject DSP shows PUEs consistent with the PPS and the plat. When the property is re-platted as Parcel 7, the new plat will need to show the required PUE.

13. **Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-020-2020). The following note shall be placed on the final plat of subdivision:**

    "This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-016-2020 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

   This condition will be met with final plat.

14. Prior to issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision:

> **"This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved."**

An approved Type 2 Tree Conservation Plan, TCP2-044-2021, for the entire Mill Branch Crossing development, was submitted with this DSP. A subsequent amendment, TCP2-044-2021-01, was submitted with Special Exception SE-22006, for a different portion of the Mill Branch Crossing development. This DSP does not include any further revisions to the approved TCP2.

15. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area, except for any approved impacts and shall be reviewed by the Environmental Planning Section, prior to approval of the final plat. The following note shall be placed on the plat:

> **"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed."**

The subject property does not contain primary management area.

18. Total development within the subject property shall be limited to uses which generate no more than 909 AM peak-hour trips and 1,231 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

The subject DSP does not include commercial development exceeding that approved under the PPS; therefore, this condition is met.

20. In conformance with the 2009 Approved Countywide Master Plan of Transportation, and the 2006 Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following improvements, and provide an exhibit that depicts the following improvements, prior to acceptance of any detailed site plan:

a. Bikeway signage and shared lane markings (e.g., "sharrow"), within the right of way, along the subject site's frontage of Mill Branch Road, unless

modified with written correspondence by the Prince George's County Department of Permitting, Inspections and Enforcement, and/or the Maryland State Highway Administration, as appropriate.

The development, which is the subject of this DSP, does not have frontage on Mill Branch Crossing Road. However, an exhibit was provided with the original DSP showing this improvement, in conformance with this condition.

b. Minimum 5-foot-wide sidewalks along both sides of all internal roadways, public or private, excluding alleyways.

The development includes a 5-foot-wide sidewalk along Saint Lola Lane, and around the building, ending at the pedestrian entrances.

c. Minimum 5-foot-wide sidewalks along the full lengths of proposed Roads A, D, and F.

The development fronts Saint Lola Lane, previously referred to as Road A during PPS 4-19050. A 5-foot-wide sidewalk is included that extends the full length of the development's frontage on Saint Lola Lane.

d. A wide crosswalk with a pedestrian island crossing US 301 at Mill Branch Road, unless modified by the Maryland State Highway Administration, with written correspondence.

The conditioned crosswalk, with a pedestrian island crossing US 301, was installed, reviewed, and determined to be acceptable with DSP-20003.

e. Continental style crosswalk crossing all access points along Private Road A and Chesley Avenue.

The development includes a vehicular access point along Saint Lola Lane, on adjacent Parcel 7, featuring continental-style crosswalks across the entry and exit area. A continental-style crosswalk is also provided on the inter-parcel vehicular access area, providing safe pedestrian movement from Saint Lola Lane to the entrance of the building.

f. Long- and short-term bicycle parking, consistent with the 2012 AASHTO Guide for the Development of Bicycle Facilities, to accommodate residents and visitors at the proposed multifamily building, hotel, and commercial spaces.

The subject DSP amendment does not include the multifamily building or hotel. The approved commercial space provides two bicycle racks adjacent to the entrance of the building.

g. Parallel or perpendicular ADA curb ramps at all intersections within the subject site.

All intersections of the subject site contain Americans with Disabilities Act truncated, dome-patterned, curb ramps.

24. Prior to issuance of a use and occupancy permit for the development, the applicant and the applicant's heirs, successors, and/or assignees shall:

a. Contact the Prince George's County Fire/EMS Department to request a pre-incident emergency plan for the facility.

b. Install and maintain automated external defibrillators (AEDs), in accordance with the Code of Maryland Regulations (COMAR) requirements (COMAR 30.06.01-05), so that any employee is no more than 500 feet from an AED.

c. Install and maintain bleeding control kits next to fire extinguisher installation and no more than 75 feet from any employee.

These requirements shall be noted on the detailed site plan for the development.

The requirements of this condition are noted in General Note 41, on the coversheet. Therefore, this condition is met for the purposes of this DSP. Conformance to the noted requirements will be evaluated at the time of permitting.

9. **Detailed Site Plan DSP-20003:** DSP-20003 was approved by the Planning Board on April 7, 2022 (PGCPB Resolution No. 2022-35), subject to five conditions. None of the conditions are applicable to the subject DSP.

10. **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; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The submitted landscape plan demonstrates conformance to these requirements.

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This site is subject to the grandfathering provisions of the 2024 Prince George's County Woodland Conservation Ordinance because the property had a tree conservation plan (TCP) that was accepted for review on or before June 30, 2024, and shall conform to the environmental regulations of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO). Prior TCP approval was implemented with a grading permit that was approved prior to July 1, 2024, and was partially developed. This application does not include any changes to the implemented TCP2.

The woodland conservation threshold for this 70.11-acre property is 15 percent of the net tract area (60.16 acres), or 9.02 acres. The total woodland conservation requirement, based on the amount of clearing approved, is 14.77 acres.

This requirement was satisfied through a combination of 3.61 acres of on-site woodland preservation, 5.14 acres of on-site reforestation/afforestation, and 6.03 acres of off-site woodland conservation, for a total of 14.78 acres.

12. **Prince George's County Tree Canopy Coverage Ordinance:** The subject site is located within the Mill Branch Crossing development, in the CGO Zone. DSP-20003 was approved for clearing, grading, and infrastructure for the entire Mill Branch Crossing site, including the subject property. The DSP included a landscape plan demonstrating conformance to the Prince George's County Tree Canopy Coverage Ordinance for the entire 70.11-acre Mill Branch Crossing site, through the provision of on-site woodland conservation and reforestation/afforestation. Therefore, per Section 25-127(a)(4) of the Prince George's County Code, the current DSP-20003-04 is subject to the Tree Canopy Coverage Ordinance regulations in place at the time of the approval of DSP-20003, and not the regulations as updated by Prince George's County Council Bill CB-21-2024.

13. **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 February 18, 2025 (Stabler, Smith, and Chisholm to Myerholtz), it was noted that the 2022 *Approved Bowie-Mitchellville and Vicinity Master Plan* contains goals and policies related to historic preservation (pages 158–165). However, these are not specific to the subject site, or applicable to the development. The underlying PPS 4-19050 covered 70 acres and included a Phase III archeological investigation, completed in June 2020, on Site 18PR857 – an eighteenth-century plantation house lot. No additional archeology was found to be needed.

    b. **Community Planning**—In a memorandum dated February 14, 2025, (Lester to Myerholtz), an evaluation of the application was noted, stating that, while master plan conformance is not a required finding for this DSP, the subject DSP does conform with the master plan's recommended land use for the subject property.

    c. **Transportation Planning**—In a memorandum dated February 5, 2025 (Shaw to Myerholtz), an analysis of the DSP with regards to relevant prior conditions of approval and Zoning Ordinance compliance was noted, which has been incorporated into the findings and conditions of this resolution. Further, the following comments were noted:

        Master Plan Pedestrian and Bike Facilities
        The MPOT recommends the following master-planned facilities that are adjacent to the site:

- Planned Side Path: F-10 (US-301)
- Planned Bike Lane: P-310

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, pages 9–10):

Policy 1: **Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.**

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

The master plan recommends the following facilities within or adjacent to the subject property:

TM 1.3: **Streets constructed to serve new commercial, multifamily, or mixed-use developments should contain, at a minimum:**

- **Six-foot-wide sidewalks on both sides.**
- **Crosswalks on all legs of an intersection.**

Although the adjacent master-planned facilities do not impact this site, the site plans include the planned 12-foot-wide, shared-use path, between US 301 and the property boundary, west of the subject site. The current DSP includes a comprehensive system of sidewalks and associated crosswalks along Saint Lola Lane, providing continuous connections to the site and throughout the development. Although the master plan recommends a 6-foot-wide sidewalk, the planned 5-foot-wide sidewalk is consistent with the recommended width of the prior approval in 2019. In addition, the bicycle parking provided can accommodate multimodal use of the site. The Planning Board finds that the planned facilities and amenities meet the intent of the master plan goals and policies.

d. **Subdivision Review**—In a memorandum dated February 12, 2025 (Bartlett to Myerholtz), an analysis of the applicable conditions of approval from PPS 4-19050 was noted, in addition to comments pertaining to the existing property description, and the configuration of Parcel 7, which have been incorporated into Findings 2 and 8 of this resolution.

e. **Environmental Planning**—In a memorandum dated February 4, 2025 (Juba to Myerholtz), the following comments were noted:

The site has an approved Natural Resources Inventory NRI-029-07-04, valid until June 5, 2025. This site has an approved and partially implemented TCP2-044-2021 and the approved work will not result in any significant changes to the limits of disturbance of the previously approved TCP2, or create additional impacts to any REF. An approved SWM Concept Plan and letter (01-0624-205NE14) was submitted with this application, which expires on June 26, 2027, from the City of Bowie. This plan shows that the included modifications to the site are within the previously approved limits of disturbance of the previous DSP approval. The changes will not result in any additional clearing or impacts to REF. The current approved TCP2-044-2021, which was approved with DSP-20003-01, is consistent with this DSP revision.

f. **Permit Review**—At the time of the writing of this resolution, no permit comments were provided on this application.

g. **Prince George's County Department of Parks and Recreation (DPR)**—At the Subdivision and Development Review Committee conference held on January 17, 2025, DPR had no comments on this application.

h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—DPIE did not offer comments on the subject DSP.

i. **Price George's County Police Department**—The Police Department did not offer comments on the subject DSP.

j. **Prince George's County Fire/EMS Department**—In a memorandum dated February 4, 2025, (Reilly to Myerholtz) the Fire/EMS Department requested one condition, regarding fire department connections. That condition has been incorporated herein.

k. **Prince George's County Health Department**—The Health Department did not offer comments on the subject DSP.

l. **Washington Suburban Sanitary Commission (WSSC)**—WSSC did not offer comments on the subject DSP.

m. **Public Utilities**—Public utility companies did not offer comments on the subject DSP.

n. **City of Bowie**—This case was heard and approved with two recommended conditions at a City of Bowie Council Meeting on March 3, 2025. The City's findings and recommendations were noted. The two recommended conditions pertained to parking and trip generation, which have been addressed by the applicant.

14. **Community feedback:** As of the writing of this resolution, The Prince George's County Planning Department did not receive any written correspondence from the community regarding the subject DSP.

15. **Planning Board**: The Planning Board held a public hearing on this application on March 20, 2025. At the hearing, and in rendering its decision, the Bard considered all written and oral testimony, along with all exhibits submitted according to the Planning Board's procedures. Prior to the hearing, the applicant provided one exhibit (Applicant's Exhibit 1) which proposed deletion of Condition 1d. The hearing began with a technical staff presentation, followed by the applicant's presentation. The technical staff presentation addressed Applicant's Exhibit 1 and maintained that Condition 1d be included in the approval. During the applicant's presentation, the applicant's representative provided the requested details regarding signage and agreed that Condition 1d can be included in the approval.

16. Based on the foregoing analysis, and as required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, as approved with the conditions below, represents a most reasonable alternative for satisfying the site design guidelines of 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 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 the REF have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirement of Section 24-130(b)(5) of the prior Subdivision Regulations. 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-20003-04 for the above-described land, subject to the following condition:

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

    a. Update the truck turning exhibit to demonstrate the ability of large vehicles to exit the site.

    b. Revise the area shown for the loading space to show two separate loading spaces with minimum dimensions of 12 feet wide and 33 feet long, in accordance with Sections 27-578 and 27-582(a) of the prior Prince George's County Zoning Ordinance.

c. Rotate the configuration of the bicycle racks to avoid potential conflicts with sidewalks and parking areas.

d. Provide additional signage details as required by Section 27-596(c) of the prior Prince George's County Zoning Ordinance, which should specify a unified use of materials and styles that is compatible with the building and other approved signage within Mill Branch Crossing, to be reviewed by the Urban Design Section as designee of the Planning Board.

e. Provide notes on the lighting details stating lighting fixtures will be full cut-off.

f. Indicate the location of any proposed fire department connection (FDC). A hydrant must be provided within 200 feet of any FDC as hose is laid by the fire department; along drive aisles, around corners, around obstacles, etc., as required by Section 4-167 of the Prince George's County Code.

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

* * * * * * * * * * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, and Shapiro voting in favor of the motion at its regular meeting held on Thursday, March 20, 2025, in Largo, Maryland.

Adopted by the Prince George's County Planning Board this 10th day of April 2025.

Peter A. Shapiro
Chairman

By Jessica Jones
Planning Board Administrator

PAS:JJ:DM:tr

Approved for Legal Sufficiency
M-NCPPC Office of General Counsel

Dated 4/2/25

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

Amended Certificate of Adequacy

ADQ- 2025-0032

General Information

Project Name: Mill Branch Crossing

Case Number: ADQ-2025-0032

Associated Preliminary Plan of Subdivision or Final Plat: 4-19050

Use Type: Residential/ Commercial/ Institutional

Dwelling Unit Type and Number: 208 MF; 190 SFA

Gross Floor Area (nonresidential): 72,000 sf

Project Location

Project Location: At the northeast corner of the intersection of Mill Branch Road and US 301 (Robert Crain Highway)

Lot/Parcel: Parcels A and Parcel 32

Tax Account: 5730908

Property Zone: C-S-C (Prior); CGO (current)

Council District: 4

Planning Area: 78

Municipality: Bowie

Election District: 7

Transportation Service Area: 2

Police District: II

School Cluster Area: 4

APPLICABILITY OF PUBLIC FACILITY ADEQUACY STANDARDS

Facility	Level of Service Required	Adequacy Met (Yes/No/NA)	Conditions of Adequacy Approval (Yes/No)
Transportation: Service Area 2	LOS "D" (Critical Lane Volume of 1301-1450)	Yes	Yes
Pedestrian and Bikeway	Public Facilities provided in accordance with Section 24-4506	Yes	Yes
Parks and Recreation *(Transit-Oriented/ Activity Center Zones and Employment Areas)*	2.5 acres per 1,000 residents	N/A	No
Parks and Recreation *(All Other Zones)*	15 acres per 1,000	Yes	No
Police—Residential Use	25 minutes for non-emergency calls; 10 minutes for emergency calls	Yes	No
Fire and Rescue—Residential Use	7 minutes travel time	Yes	No
Fire and Rescue—Non-Residential Use	5 minutes response time	Yes	Yes
Schools	<105% capacity or mitigation in accordance with Section 24-4510(c)	Yes	No

This Amended Certificate of Adequacy is issued in accordance with Section 24-4503 of the Subdivision Regulations of Prince George's County, Maryland and in accordance with the analysis contained in the following memorandums attached hereto:

Transportation Planning Section (Patrick to Vatandoost, March 19, 2026)

REASONS FOR AMENDMENT

Amendment to the prior approved ADQ to allow 60,000 square feet of retail use and a 12,000 square feet day care center. These uses will replace the prior approved 150-room hotel, 12,150 square feet of office space, and 44,173 square feet of retail use approved under Preliminary Plan of Subdivision (PPS) 4-19050.

Based on the forgoing analysis, this Certificate of Adequacy is:

☐ Approved ☑ Approved with the conditions (indicated here):

☐ Denied

1. Total development within the subject property shall be limited to uses which generate no more than 1,141 AM peak-hour trips and 1,520 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

2. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in this resolution of approval, shall require the approval of a new preliminary plan of subdivision, prior to approval of any building permits.

3. Prior to the approval of any building permit within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed upon timetable for construction with the appropriate operating agency:

   a. **US 301 at Governors Bridge Road-Harbor Way**
   Modify the approach lanes on eastbound Harbor Way, to create an eastbound double left-turn lane, and a combined left-, through, and right-turn lane.

   b. **US 301 at MD 197**
   Provide an additional left-turn lane on the eastbound approach to create an eastbound double left-turn lane, a combined left-turn and through lane, and a free right-turn lane.

   c. **US 301 at Heritage Boulevard-Ball Park Road**
   Convert the southbound right-turn lane to create a southbound double left-turn lane, two through lanes, and a shared through and right-turn lane.

   d. **US 301 at Mill Branch Road-Excalibur Road**
   Provide a third northbound through lane along US 301, beginning at a point south of Mill Branch Road, and ending at a point north of Mill Branch Road, as determined by SHA.

4. Prior to approval of the 50th residential townhouse building permit or the permit for the 2nd multifamily building, whichever occurs first, for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall provide (a) full financial assurances, (b) permits for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate operating agency for the following improvement:

   a. A continental-style crosswalk crossing the north leg of US 301 at its intersection with Mill Branch Road, unless modified by the Maryland State Highway Administration, with written correspondence.

Based on the forgoing analysis, this Amended Certificate of Adequacy is:

☐ Approved ☑ Approved with the conditions (indicated here):

☐ Denied

5. Prior to issuance of a use and occupancy permit for the development, the applicant and the applicant's heirs, successors, and/or assignees shall:

   a. Contact the Prince George's County Fire/EMS Department to request a pre-incident emergency plan for the facility.

   b. Install and maintain automated external defibrillators (AEDs), in accordance with the Code of Maryland Regulations (COMAR) requirements (COMAR 30.06.01-05), so that any employee is no more than 500 feet from an AED.

   c. Install and maintain bleeding control kits next to fire extinguisher installation and no more than 75 feet from any employee.

   These requirements shall be noted on the detailed site plan for the development.

SIGNATURE

James R. Hunt
Planning Director

04/23/2026
Date of Approval

This amended certificate of adequacy is subject to the validity period of the original certificate of adequacy.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • TTY: 301-952-3796 • pgplanning.org

March 17, 2026

MEMORANDUM

TO: Mahsa Vatandoost, Subdivision Section, Development Review Division

FROM: BHP Benjamin Patrick, Transportation Planning Section, Countywide Planning Division

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

Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning Division

SUBJECT: ADQ-2025-0032 Mill Branch (4-19050 Revision)

Proposal

The referenced Certificate of Adequacy (ADQ) application is being reviewed for the amendment of the prior approved trip cap to allow for 60,000 square feet of retail use and a 12,000 square feet day care center. These uses will replace the prior approved 150-room hotel, 12,150 square feet of office space, and 44,173 square feet of retail use approved under Preliminary Plan of Subdivision (PPS) 4-19050. The approved PPS was reviewed under the provisions of the prior Zoning Ordinance and prior Subdivision Regulations.

Prior Approvals

The prior approved PPS included the following conditions related to this application:

4-19050

18. Total development within the subject property shall be limited to uses which generate no more than 909 AM peak-hour trips and 1,231 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

Comment: The subject application proposes an amendment to the trip cap. The results of the trip generation analysis show that there will be an increase of 232 AM and 289 PM peak hour trips; therefore, a new determination of transportation adequacy is required. The applicant submitted a traffic impact study (TIS) for analysis by staff.

19. Prior to the approval of any building permit within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed upon timetable for construction with the appropriate operating agency:

a. US 301 at Governors Bridge Road-Harbor Way
Modify the approach lanes on eastbound Harbor Way, to create an eastbound double left-turn lane, and a combined left-, through, and right-turn lane.

b. US 301 at MD 197
Provide an additional left-turn lane on the eastbound approach to create an eastbound double left-turn lane, a combined left-turn and through lane, and a free right-turn lane.

c. US 301 at Heritage Boulevard-Ball Park Road
Convert the southbound right-turn lane to create a southbound double left-turn lane, two through lanes, and a shared through and right-turn lane.

d. US 301 at Mill Branch Road-Excalibur Road
Provide a third northbound through lane along US 301, beginning at a point south of Mill Branch Road, and ending at a point north of Mill Branch Road, as determined by SHA

Comment: This condition has been met; however, staff recommend this condition be carried forward. The listed improvements are permitted, bonded and under construction and building permits have been issued within the subject site. Additionally, these bonded improvements have been included in the TIS as background improvements as permitted in the Transportation Review Guidelines (TRG). Based on the results of the TIS, these improvements are required to meet adequacy and have been included as a condition of approval for the subject application.

21. Prior to approval of the 50th residential townhouse building permit or the permit for the 2nd multifamily building, whichever occurs first, for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall provide (a) full financial assurances, (b) permits for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate operating agency for the following improvement:

a. A continental style crosswalk crossing the north leg of US 301 at its intersection with Mill Branch Road, unless modified by the Maryland State Highway Administration, with written correspondence.

Comment: This condition shall be carried forward and will be enforced at the time of the 50th residential building permit or second multifamily building permit.

Criteria for Establishing Transportation Adequacy

The subject property is located within Transportation Service Area (TSA) 2, as defined in the *Plan Prince George's* 2035 *Approved General Plan*. As such, the subject property is evaluated according to the following standards:

> Links and Signalized Intersections: Level-of-Service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better.
>
> Unsignalized Intersections:
>
> > For two-way stop-controlled intersections a three-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if the delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed.
> >
> > For all-way stop-controlled intersections a two-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) if the delay exceeds 50 seconds, the CLV is computed.

Analysis of Traffic Impacts

The applicant submitted a TIS for analysis at the request of staff. This analysis is used as the basis for a determination of adequacy.

Trip Generation

The tables below summarize trip generation for the site and will be used in reviewing traffic impacts generated by the site and for developing a trip cap. Table 1 below is the original trip generation table from PPS 4-19050.

Table 1 - Trip Generation from 4-19050					
Land Uses	Quantity	AM		PM	
		In	Out	In	Out
Super Convenience Store (ITE-960) 4,701 sq. ft. with 16 fueling positions	4,701 sq. ft. 16 FPS	205	205	174	174
Less 16% internal capture		*-33*	*-33*	*-28*	*-28*
External Trips		172	172	146	146
Less 76% by-pass trips		*-131*	*-131*	*-111*	*-111*
Net new trips (External)		**41**	**41**	**35**	**35**
Shopping Center (ITE-820)	59,781 sq. ft.	35	21	178	193
Less 16% internal capture		*-6*	*-3*	*-28*	*-31*
External Trips		29	18	150	162
Less 40% by-pass trips		*-12*	*-7*	*-60*	*-65*
Net new trips (External)		**17**	**11**	**90**	**97**
Multi-Family Mid-Rise Apartment-Guidelines	408 units	41	171	159	86
Less 16% internal capture		*-7*	*-27*	*-25*	*-14*
Net new trips (External)		**34**	**144**	**134**	**72**
Townhomes - Guidelines	190 units	27	106	99	53
Less 16% internal capture		*-4*	*-17*	*-16*	*-8*
Net new trips (External)		**23**	**89**	**83**	**45**
Hotel (ITE -310)	150 rooms	42	29	46	44
Less 16% internal capture		-7	-5	-7	-7
Net new trips (External)		**35**	**24**	**39**	**37**
Office - "Guidelines" rates	13,152 sq. ft.	24	3	5	20
Less 16% internal capture		*-4*	*-0*	*-1*	*-3*
Net new trips (External)		**20**	**3**	**4**	**17**
TOTAL NEW TRIPS - (All Uses)		374	535	661	570
New Trip Cap		**909**		**1,231**	

Table 2 provides the trip generation for approved and built uses within 4-19050 (769 AM and 841 PM peak hour trips) and the proposed retail and daycare use (372 AM and 679 PM peak hour trips). The results of the trip generation show that there will be an increase of 232 AM and 289 PM peak hour trips.

Table 2 - Trip Generation ADQ-2025-032					
Land Uses	Quantity	AM		PM	
		In	Out	In	Out
Approved/Built Uses					
Super Convenience Store (ITE-960)	16 FPS	205	205	174	174
Less 16% internal capture		*-33*	*-33*	*-28*	*-28*
External Trips		172	172	146	146
Less 76% by-pass trips		*-131*	*-131*	*-111*	*-111*
Net trips (External)		**41**	**41**	**35**	**35**
Shopping Center (ITE-820)	15,608 sq. ft.	9	5	46	50
Less 16% internal capture		*-2*	*0*	*-7*	*-8*
External Trips		7	5	39	42
Less 40% by-pass trips		*-3*	*-2*	*-16*	*-17*
Net trips (External)		**4**	**3**	**23**	**25**
Multi-Family Mid-Rise Apartment-Guidelines	408 units	41	171	159	86
Less 16% internal capture		*-7*	*-27*	*-25*	*-14*
Net trips (External)		**34**	**144**	**134**	**72**
Townhomes - Guidelines	190 units	27	106	99	53
Less 16% internal capture		*-4*	*-17*	*-16*	*-8*
Net trips (External)		**23**	**89**	**83**	**45**
TRIPS - (All Uses approved/built)		282	487	478	363
Total Trips for approved/built uses		**769**		**841**	
Proposed with ADQ-2025-032					
Shopping Center (ITE-821)	60,000 sq ft	127	85	252	263
Less 16% internal capture		*-1*	*-1*	*-58*	*-60*
External Trips		126	84	194	203
Less 40% by-pass trips		*0*	*0*	*-78*	*-81*
Net new trips (External)		**126**	**84**	**116**	**122**
Day Care Center	200 students	84	76	78	86
Less 44% pass-by trips		*0*	*0*	*-34*	*-38*
Net new trips (External)		**84**	**76**	**44**	**48**
TOTAL TRIPS - (proposed)		211	161	330	349
Total New Trips proposed		**372**		**679**	
Total Trips for approved/built uses		**769**		**841**	
Combined Trips Approved and Proposed		**1,141**		**1,520**	
Trip Cap from 4-19050		909		1,231	

Net Increase in Trips	**232**	**289**

The traffic generated by the proposed development would impact the following intersections and links in the transportation system:

1. US 301 and Gov. Bridge Road-Harbor Way (signalized)
2. US 301 and Heritage Boulevard-Ball Park Road(signalized)
3. US 301 and MD 197 (signalized)
4. US 301 and Mill Branch Road-Excalibur Road (signalized)
5. MD 197 and Mitchellville Road (signalized)
6. Mitchellville Road and Fred Robinson Way/Excalibur Road (signalized)
7. Mitchellville Road and Northview Drive/Atlantis Drive (signalized)
8. Mill Branch Road and Site Access (roundabout)

Existing Traffic
The critical intersections identified above, when analyzed with existing traffic and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS					
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)		Adequacy Met
1. US 301 and Gov. Bridge Road-Harbor Way (signalized)	980	1109	A	B	Y
2. US 301 and Heritage Boulevard-Ball Park Road (signalized)	983	1143	A	B	Y
3. US 301 and MD 197 (signalized)	919	1154	A	C	Y
4. US 301 and Mill Branch Road-Excalibur Road (signalized)	1163	1168	C	C	Y
5. MD 197 and Mitchellville Road (signalized)	515	754	A	A	Y
6. Mitchellville Road and Fred Robinson Way/Excalibur Road (signalized)	464	885	A	A	Y
7. Mitchellville Road and Northview Drive/Atlantis Drive (signalized)	390	686	A	A	Y
In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations.					

The analysis indicates that the critical intersections operate within the identified adequacy threshold.

Background Traffic
There are six background developments whose impact would affect study intersections. An annual growth of 1.6% over six years was applied to the traffic counts.

BACKGROUND TRAFFIC CONDITIONS					
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)		Adequacy Met
1. US 301 and Gov. Bridge Road-Harbor Way (signalized)	1146	1293	B	C	Y
2. US 301 and Heritage Boulevard-Ball Park Road (signalized)	1110	1309	B	D	Y
3. US 301 and MD 197 (signalized)	1009	1300	B	D	Y
4. US 301 and Mill Branch Road-Excalibur Road (signalized)	1074	1367	B	D	Y
5. MD 197 and Mitchellville Road(signalized)	603	896	A	A	Y
6. Mitchellville Road and Fred Robinson Way/Excalibur Road (signalized)	539	1000	A	B	Y
7. Mitchellville Road and Northview Drive/Atlantis Drive (signalized)	420	758	A	A	Y
In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations.					

The analysis indicates that the critical intersections operate within the identified threshold under background conditions.

Total Traffic
The study intersections, when analyzed with total developed future traffic, operate as shown below.

TOTAL TRAFFIC CONDITIONS					
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)		Adequacy Met
1. US 301 and Gov. Bridge Road-Harbor Way (signalized)	1160	1298	C	C	Y
2. US 301 and Heritage Boulevard-Ball Park Road(signalized)	1124	1315	B	D	Y
3. US 301 and MD 197 (signalized)	1048	1313	B	D	Y
4. US 301 and Mill Branch Road-Excalibur Road(signalized)	1212	1428	C	D	Y
5. MD 197 and Mitchellville Road(signalized)	627	904	A	A	Y
6. Mitchellville Road and Fred Robinson Way/Excalibur Road(signalized)	565	1007	A	B	Y
7. Mitchellville Road and Northview Drive/Atlantis Drive(signalized)	427	760	A	A	Y
8. Mill Branch Road and Site Access (roundabout)	4.9 sec	6.8 sec	Pass	Pass	Y
In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations.					

The results of the analysis indicate that all study intersections operate within adequacy thresholds.

Analysis of Bicycle & Pedestrian Impacts Statement
The subject property is in the Commercial, General and Office Zone (CGO) zoning district and is, therefore, subject to Section 24-4506 for pedestrian and bicycle adequacy. Per Section 24-4506(b)(3), any development proposing 10,001 or greater square feet of new or redeveloped gross floor area shall be subject to this section. The subject application proposes to replace a 150-room hotel (90,000 square feet is a conservative estimate), 12,150 square feet of office space, and 44,173 square feet of retail use, totaling approximately 146,323 square feet of gross floor area. The current proposal is to develop 60,000 square feet of retail use and 12,000 square feet of day care center, totaling 72,000 square feet of gross floor area. Therefore, staff find that there is a reduction of gross floor area and a new determination of pedestrian and bicycle adequacy is not required.

Although a new finding of adequacy is not a requirement of the subject application staff have reviewed bicycle and pedestrian facilities within the area. The subject site is adjacent to additional residential and commercial areas with no current pedestrian or bicycle connections. The site will be improved with bicycle and pedestrian facilities that will facilitate future connections. Condition 21 of PPS 4-19050 requires the installation of a crosswalk at Mill Branch Road at its intersection with US 301. This improvement will increase safe pedestrian crossing opportunities at the intersection

and improve connectivity to the adjacent retail and restaurants located along US 301. Staff find that adequate pedestrian and bicycle facilities will be provided with the recommended crossing at US 301.

Recommendations

Based on the findings presented above, staff conclude that the multimodal transportation facilities will exist to serve the proposed subdivision as required under the prior and current Subtitle 24, if the following conditions are met:

1. Total development within the subject property shall be limited to uses that generate no more than 1,141 AM peak-hour trips and 1,520 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.

2. Prior to approval of the 50th residential townhouse building permit or the permit for the 2nd multifamily building, whichever occurs first, for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall provide (a) full financial assurances, (b) permits for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate operating agency for the following improvement:

    a. A continental style crosswalk crossing the north leg of US 301 at its intersection with Mill Branch Road, unless modified by the Maryland State Highway Administration, with written correspondence.

3. Prior to the approval of any building permit within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed upon timetable for construction with the appropriate operating agency:

    a. US 301 at Governors Bridge Road-Harbor Way
    Modify the approach lanes on eastbound Harbor Way, to create an eastbound double left-turn lane, and a combined left-, through, and right-turn lane.

    b. US 301 at MD 197
    Provide an additional left-turn lane on the eastbound approach to create an eastbound double left-turn lane, a combined left-turn and through lane, and a free right-turn lane.

    c. US 301 at Heritage Boulevard-Ball Park Road
    Convert the southbound right-turn lane to create a southbound double left-turn lane, two through lanes, and a shared through and right-turn lane.

    d. US 301 at Mill Branch Road-Excalibur Road

Provide a third northbound through lane along US 301, beginning at a point south of Mill Branch Road, and ending at a point north of Mill Branch Road, as determined by SHA

48 Hours
Before You Dig Call
"MISS UTILITY"
Service Protection Center
MEMBER
ONE CALL SYSTEMS INTERNATIONAL
CALL TOLL FREE
1-800-257-7777

EXISTING UTILITIES NOTES:

1. UTILITY INFORMATION SHOWN HEREON WAS OBTAINED FROM AVAILABLE RECORDS. THE EXACT LOCATION OF ALL UNDERGROUND UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

2. THE CONTRACTOR SHALL HAND DIG TEST PITS AT ALL UTILITY CROSSINGS TO DETERMINE THE EXACT LOCATION AND DEPTH WELL IN ADVANCE OF CONSTRUCTION.

3. FOR MARKING LOCATIONS OF EXISTING UTILITIES, NOTIFY "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO ANY EXCAVATION OR CONSTRUCTION.

4. FOR FIELD LOCATION OF GAS LINE SERVICES, PLEASE NOTIFY WASHINGTON GAS LIGHT Co., 703-750-1000, 48 HOURS PRIOR TO THE START OF ANY EXCAVATION OR CONSTRUCTION.

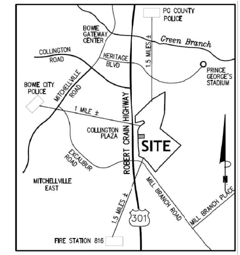
5. OMISSIONS AND/OR ADDITIONS OF UTILITIES FOUND DURING CONSTRUCTION SHALL BE THE SOLE RESPONSIBILITY OF ANY CONTRACTOR ENGAGED IN EXCAVATION AT THIS SITE. GUTSCHICK, LITTLE & WEBER, P.A., SHALL BE NOTIFIED IMMEDIATELY OF ANY AND ALL UTILITY INFORMATION, OMISSIONS AND ADDITIONS FOUND BY ANY CONTRACTOR.

6. DUE TO THE PROXIMITY OF LIVE UNDERGROUND AND OVERHEAD UTILITIES, WE ARE NOT RESPONSIBLE FOR ANY DAMAGE OR INJURY SUSTAINED DURING CONSTRUCTION BY ANY PERSONS, TRUCKS, TRAILERS, OR EQUIPMENT USED ON OR ADJACENT

MILL BRANCH CROSSING

DETAILED SITE PLAN DSP-2025-0036

PROPOSED ARBY'S DRIVE-THRU RESTAURANT

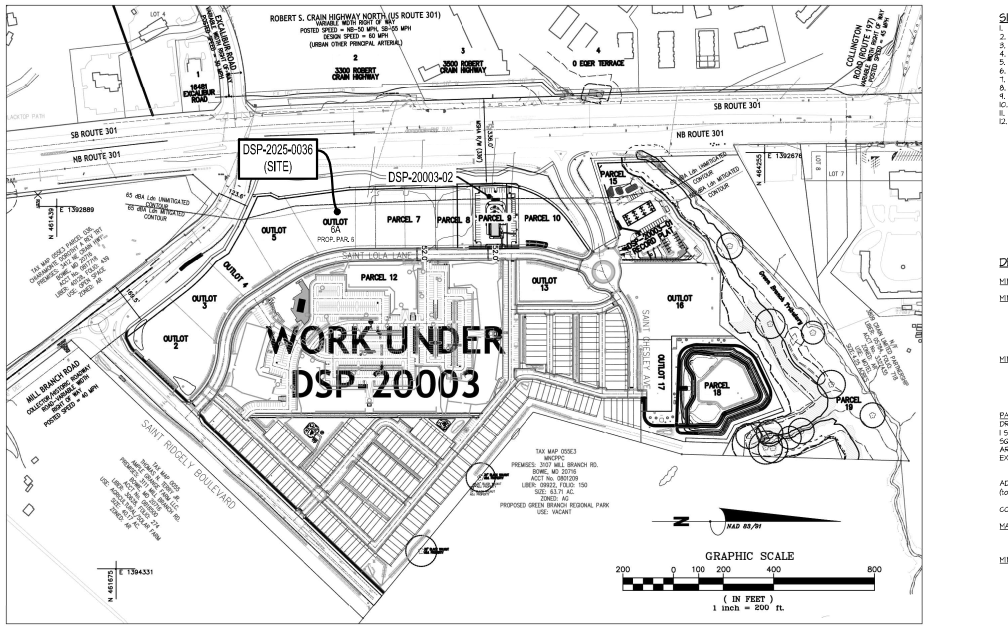


VICINITY MAP
SCALE: 1" = 2000'
200' SHEET 204 NE 14 & 205 NE 14
30th ED. PRINCE GEORGE'S COUNTY STREET
MAP PAGE 5533 GRID F-1 & PAGE 5413 GRIDS F10 & G10

GENERAL NOTES

1. SUBDIVISION NAME: MILL BRANCH CROSSING
2. TOTAL ACREAGE OF THE MILL BRANCH CROSSING PROPERTY (70.11 ACRES). THIS SITE PLAN IS LIMITED TO A PART OF OUTLOT 6A (1.6678 ACRES).
3. PROPOSED USE: MIXED USE DEVELOPMENT. THE PROPERTY IS PROPOSED TO BE AN EATING DRINKING ESTABLISHMENT WITH DRIVE THRU SERVICE. (COMMERCIAL)
4. THE DETAILED SITE PLAN IS PROPOSED FOR 1,910 SF OF COMMERCIAL DEVELOPMENT INCLUDING THE CONSTRUCTION OF AN EATING AND DRINKING ESTABLISHMENT WITH DRIVE THRU SERVICE AND ASSOCIATED PARKING AND UTILITIES.
5. WSSC GRID 205NE14, 205NE15
6. TAX MAP 55, GRID E4E3
   OUTLOT 6A & FUTURE PARCEL 6
7. AVIATION POLICY AREA: N/A
8. WSSC WATER AND SEWER CATEGORY:
   EXISTING W-3, S-3
   PROPOSED W-3, S-3
9. THE CITY OF BOWIE REAPPROVED THE STORMWATER CONCEPT PLAN #01-0614-205NE14 ON JUNE 26, 2024 AND EXPIRES ON JUNE 26, 2027.
10. A VARIATION WAS APPROVED BY THE PRINCE GEORGE'S COUNTY PLANNING BOARD ON MARCH 18, 2021 TO SECTION 24-122(A) TO EXCLUDE THE 10' PUE ALONG THE FRONTAGE OF THE PROPERTY WITH MILL BRANCH ROAD AND ROBERT S. CRAIN HIGHWAY NORTH (ROUTE 301). IN ACCORDANCE WITH SECTION 24-122(A) A 10' PUE HAS BEEN PROVIDED ALONG ONE SIDE OF ALL INTERNAL PRIVATE ROADS.
11. NO CEMETERIES ARE LOCATED ONSITE OR CONTIGUOUS TO THE PROPERTY.
12. THERE ARE NO NON-TIDAL WETLANDS WITHIN THE SUBJECT PARCEL CURRENTLY OUTLOT 6A.
13. THE COUNTY REGULATED 100 YEAR FLOODPLAIN INFORMATION ON THIS PLAN IS FROM EXISTING AND PROPOSED FLOODPLAIN STUDIES SDC #12844-2010-02, SDRG #29325,-2015,FPS, # 200623 APPROVED 09/01/2017.
14. THIS SITE IS NOT WITHIN THE CHESAPEAKE BAY CRITICAL AREA.
15. THE TOPOGRAPHY SHOWN ON THIS PLAN WAS ORIGINALLY FROM GREENHORNE & O'MARA INC. DATED MARCH 2005. IT WAS FIELD VERIFIED BY LANDTECH CORPORATION (FORMERLY THE TECH GROUP, INC) APRIL 2006. IN 2018 THE DEVELOPER PURCHASED PARCEL 32 WHICH HAS BEEN ADDED TO THE PROPOSED DEVELOPMENT PLANS. A REVISED NRI-029-07(4) WAS APPROVED ON 06/05/2020 TO INCLUDE PARCEL 32. THE BOUNDARY & TOPOGRAPHY FOR PARCEL 32 WAS COMPLETED BY LANDTECH CORPORATION DATED DECEMBER 2019.
16. OWNER:
   GREEN BRANCH, LLC
   2191 DEFENSE HIGHWAY SUITE -400
   CROFTON, MD 21114
   TEL:301-261-5700
   CONTACT: RUSSELL@WFCHESLEY.COM

   APPLICANT:
   MILL BRANCH SANDWICHES LLC
   3540 MARTINS DAIRY CIRCLE.
   OLNEY, MD 20832
   TEL: 240-463-1404
17. PREVIOUS APPROVALS: NRI-029-07/04 APPROVED 06/05/2020
   PRELIMINARY PLAN 4-19050 - APPROVED MARCH 18, 2021
   TCPI/022/07 APPROVED 1/25/2010
   TCPII/016/10 APPROVED 4/12/2017
   SE-4743 APPROVED 4/13/2017
   TEXT AMENDMENT CB-45-2019
   RECORD PLAT 5-17125 RECORDED IN PLAT BOOK SJH 248 PLAT NO. 58
   PARCEL 15 - DETAILED SITE PLAN DASH IN DSP-20003-01,
   PARCEL 15 TCP-II PLAN -044-2021-01, LOT 15
   PARCEL 15 - SPECIAL EXCEPTION PLAN SE-22006,
   PARCEL 15 TCP-II PLAN 044-2021-02
   RECORD PLAT FOR OUTLOT 15 TO PARCEL 15, RECORDED 2/13/2024 PLAT BK ME 266 PLAT NO. 50.
   DETAILED SITE PLAN POPEYES DSP-20003-02 CERTIFIED 04/03/2025
   DETAILED SITE PLAN CHIPOTLE DSP-20003-03 CERTIFIED 05/09/2025
   DETAILED SITE PLAN INLINE RETAIL BUILDING DSP-20003-04 CERTIFIED 06/25/2025
   RECORD PLAT FOR PARCELS 10,9,8,7 AND RESIDUAL 6A RECORDED 08/06/2025 PLAT BOOK ME 270 PLAT #9
18. THIS SITE DOES NOT CONTAIN WETLANDS OF SPECIAL STATE CONCERN AS DEFINED IN COMAR 2623.06.01
19. THIS SITE DOES NOT CONTAIN A TIER 2 WATERBODY AS DEFINED IN COMAER 26.08.02.4
20. MARLBORO CLAY AND CHRISTIANA COMPLEX ARE NOT FOUND TO OCCUR ON OR WITHIN THE VICINITY OF THIS PROPERTY.
21. THE SITE IS LOCATED ADJACENT TO ROBERT S. CRAIN HIGHWAY NORTH/ U.S. ROUTE 301, A MASTER PLANNED FREEWAY THAT IS REGULATED FOR NOISE. POLYSONICS HAS COMPLETED A NOISE STUDY DATED JULY 16, 2020. PER THE RESULTS OF THAT STUDY WE HAVE ADDED THE LOCATION OF THE EXISTING 65 DBA LDN NOISE CONTOUR MEASURED AT 5 FEET ABOVE GROUND. THE LOCATION OF THE PROPOSED 65 DBA LDN HAS BEEN ADDED AT 5 FEET ABOVE THE PROPOSED ELEVATION.
22. MILL BRANCH ROAD IS DESIGNATED AS A SPECIAL/ HISTORIC ROADWAY. A TWENTY (20) FOOT BUFFER IS SHOWN ON THIS PLAN. APPLICANT RESERVES ITS RIGHT TO REQUEST ALTERNATIVE COMPLIANCE TO REDUCE THE BUFFER AT THE TIME THAT DETAILED SITE PLANS ARE FILED FOR THE OUTLOTS ABUTTING MILL BRANCH ROAD.
23. THE SUBJECT PROPERTY IS NOT LOCATED WITHIN THE 2008 AIR INSTALLATION COMPATIBLE USE ZONE (AICUZ) STUDY FOR ANDREWS AIR FORCE BASE.
24. THE SUBJECT PROPERTY WAS ANNEXED INTO THE CITY OF BOWIE DATED APRIL 2, 2012.
25. GREEN BRANCH TRIBUTARY IS LOCATED WITHIN THE GREENWAY PRINCE GEORGES COUNTY GREEN INFRASTRUCTURE MASTER PLAN, PUBLISHED JUNE 2005.
26. FILL AREAS UNDER BUILDINGS CLASS 1
27. UNDER PAVING AND WALKS: CLASS 2
28. SEEDING AND SODDING: CLASS 3
29. FOOTINGS TO BE EXTENDED TO EXISTING GROUND WHERE NECESSARY.
30. THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES ARE APPROXIMATE, VERTICAL AND HORIZONTAL LOCATIONS TO BE VERIFIED BY THE CONTRACTOR. LANDTECH CORPORATION, INC. MUST BE NOTIFIED OF ANY DESIGN REVISIONS AND SHALL BE HELD HARMLESS OF ANY CHARGES DUE TO DELAY OF CONSTRUCTION
31. ELEVATIONS SHOWN HERE ARE NGVD 1929 DATUM AS PROJECTED FROM WSSC COUNTY MONUMENT STATION 20088.
32. GRID AND BEARINGS SHOWN HEREON ARE BASED ON THE MARYLAND STATE GRID MERIDIAN NAD 83 NORTH AS BASED FROM THE WSSC DATUM STATION 20087 AND 20088.
33. MASTER PLAN SUBREGION: BOWIE AND VICINITY 2006 (AS NOTED ON PGATLAS) OR BOWIE, MITCHELLVILLE AND VICINITY MASTER PLAN (ADOPTED BY THE PRINCE GEORGES COUNTY PLANNING BOARD) ON DECEMBER 16, 2021.
34. NEAREST POLICE STATION: 1.5 MILES TO PRINCE GEORGES COUNTY POLICE STATIONS & 1.0 MILE TO THE CITY OF BOWIE POLICE STATION.
35. NEAREST FIRE STATION: NORTHVIEW FIRE STATION (COMPANY 816, LOCATED ON HEALTH CENTER DRIVE) APPROXIMATELY 1.5 MILES TO FIRE STATION #816.
36. PRIOR TO ISSUANCE OF A USE AND OCCUPANCY PERMIT FOR THE DEVELOPMENT, THE APPLICANT AND THE APPLICANTS' HEIRS, SUCCESSORS AND/OR ASSIGNEES SHALL:
   A. CONTACT THE PRINCE GEORGE'S COUNTY FIRE/EMS DEPARTMENT TO REQUEST A PRE-INCIDENT EMERGENCY PLAN FOR THE FACILITY.
   B. INSTALL AND MAINTAIN AUTOMATED EXTERNAL DEFIBRILLATORS (AED'S), IN ACCORDANCE WITH THE CODE OF MARYLAND REGULATIONS (COMAR) REQUIREMENTS (COMAR 30.06.01-05), SO THAT ANY EMPLOYEE IS NO MORE THAN 500 FEET FROM AN AED.
   C. INSTALL AND MAINTAIN BLEEDING CONTROL KITS NEXT TO FIRE EXTINGUISHER INSTALLATION AND NO MORE THAN 75 FEET FROM AN EMPLOYEE.
37. DURING THE CONSTRUCTION PHASE, THE APPLICANT SHALL ADHERE TO ALL APPLICABLE PRINCE GEORGES COUNTY OR STATE OF MARYLAND REGULATIONS AND LAWS REGARDING PARTICULATE MATTER, POLLUTION AND NOISE, AS STATED IN THE 2011 MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL AND SUBTITLE 19 OF THE PRINCE GEORGE'S COUNTY CODE, RESPECTIVELY.
38. THE PROPERTY KNOWN AS OUTLOT 6A OF MILL BRANCH CROSSING IS RECORDED IN PLAT BOOK ME270 PLAT No. 9. THE PROPERTY WAS PLATTED FOLLOWING THE APPROVAL OF PRELIMINARY PLAN 4-19050, BUT NOT IN A WAY THAT ENTITLES DEVELOPMENT OF THE SITE DUE TO THE PRESENT OUTLOT DESIGNATION. A NEW FINAL RECORD PLAT WILL BE REQUIRED TO RE-RECORD FOR THE PROPERTY AS PARCEL 6 PRIOR TO THE APPROVAL OF FINAL CONSTRUCTION PLANS.
39. THERE IS ONE REMAINING ARCHAEOLOGY SITE (#18PR859) ADJACENT TO THE GREEN BRANCH TRIBUTARY WITHIN THE RECORDED CONSERVATION EASEMENT. SITE #18PR857 WAS REMOVED DECEMBER 2019 - JUNE 2020 AS APPROVED THROUGH THE NATIONAL HISTORIC PRESERVATION ACT/ SECTION 106 PERMIT PROCESS.



SITE LOCATION MAP
SCALE: 1" = 200'

SITE DATA

1. A 10' LANDSCAPE BUFFER IS REQUIRED ALONG ALL PROPERTY LINES.
2. EX. OUTLOT 6A AREA: 72,654 SQ. FT. (1.6678 AC.)
3. PROPOSED PARCEL 6 GROSS TRACT AREA: 0.9307 AC.
4. PROPOSED PARCEL 6 NET TRACT AREA: 0.9307 AC.
5. DISTURBED AREA: 41,525 SF
6. USE: ONE (1) 1-STORY EATING AND DRINKING ESTABLISHMENT WITH DRIVE THRU SERVICE.
7. BUILDING AREA: 1,910 SF
8. GROSS FLOOR AREA= 1,910 SF
9. TOTAL GFA= 1,910 SF
10. ALL CURB AND GUTTER TO BE PRINCE GEORGE'S COUNTY STANDARD 300.01.
11. HANDICAP RAMP IN ACCORDANCE WITH ADA REQUIREMENTS
12. ALL FILL BENEATH OF BUILDINGS TO BE CLASS 1 FILL.

DEVELOPMENT STANDARDS (C-S-C Zone)

	REQUIRED	PROVIDED
MIN. LOT AREA:	N/A	1.226 AC.
MIN. BUILDING SETBACK:		
COMMERCIAL ZONE:		
FROM STREET (SAINT LOLA LANE)	10'	83.8'
SIDE YARD (SOUTH)	10'	41.3'
SIDEAYARD (NORTH)	10'	88.5'
REAR YARD (WEST)	25'	78.7'
MIN. PARKING SETBACK:		
FROM STREET (SAINT LOLA LANE)	NONE	67.67'
SIDE YARD (SOUTH)	NONE	11.33'
SIDE YARD (NORTH)	NONE	10'
REAR YARD (WEST)	NONE	10'
PARKING REQUIREMENTS:		
DRIVE THRU RESTAURANT (TO BE APPROVED UNDER DSP) 1 SPACE PER 3 SEATS PLUS 1 SPACE FOR EVERY 50 SQUARE FEET OF GROSS FLOOR AREA EXCLUDING AREA DEVOTED EXCLUSIVELY TO PATRON SEATING & EXCLUSIVELY TO STORAGE.	22 seats= 8 Sp. 790 SF/ 50 SF= 16 Sp Total Required: 24 Sp.	24 Sp.
ADA SPACES (INCLUDED IN DRIVE-THRU restaurant) (to be approved by DSP)	2	2
COMPACT SPACES	N/A	N/A
MAX. BUILDING HEIGHT	N/A	25'
EATING AND DRINKING ESTABLISHMENT WITH DRIVE-THRU SERVICE	N/A	
MIN. PARKING SPACE DIMENSIONS*		
60° PARKING SPACE:	9.5'x19'	9.5'x19'
ADA ACCESSIBLE PARKING SPACE	9'x19'	9'x19'

MILL BRANCH CROSSING
Trip Genertion Matrix
Wednesday, February 4, 2026

Section/Use		SQUARE FOOTAGE / # of UNITS	AM PEAKHOUR TRIPS	PM PEAK HOUR TRIPS
Approved Trips from TIS dated January 2021		4704 sf/16 pump C-store; 150-room hotel; 13,150 sf of office; 59,781 sf shopping center; 408 multi-family residential units; 190 residential	909	1231
Trip Generation Rates from Approved TIS:				
Convenience Store (ITE LAND USE CODE 960)		per fueling position	25.63	21.75
Hotel (ITE LAND USE CODE 310)		per room	0.47	0.60
Office (COUNTY RATES)		per ksf	2.00	1.85
Shopping Center (ITE LAND USE CODE 820)		per ksf	0.94	6.21
Multi-family Mid-Rise Apartments (COUNTY RATES)		per unit	0.52	0.60
Residential Townhomes (COUNTY RATES)		per unit	0.70	0.80
Planned to Date:				
DSP 20003-01	Dash-In Convenience Store	4809 sf with 16 fueling positions	410	348
DSP 20003	Townhomes	190	133	152
	Apartments	408	212	245
DSP 20003-02	Popeye's Drive-Thru Restaurant (NOT OPEN DURING THE AM PEAK PERIOD)	3.046	0	19
DSP 20003-03	Chipotle Drive-Thru Restaurant (NOT OPEN DURING THE AM PEAK PERIOD)	2.325	0	14
DSP 20003-04	In-Line Retail Building	10.237	10	64
DSP 20003-05	Arby's Drive-Thru Restaurant	1.910	2	12
REMAINING TRIPS AVAILABLE			142	377

SHEET SCHEDULE

SHEET NO.	SHEET TITLE
1	COVER SHEET
2	APPROVAL SHEET
3	EXISTING CONDITIONS PLAN
4	DETAILED SITE PLAN
5	SITE DETAILS
6	SITE DETAILS - CIRCULATION
7	LANDSCAPE PLAN & LANDSCAPE DETAILS
8	LIGHTING PLAN & LIGHTING DETAILS
9	ARBY'S SIGNAGE
AS1.0	ARCHITECTURAL SIGNAGE
AS1.1-AS1.2	ARCHITECTURAL DETAILS
A2.1-A2.2	ARCHITECTURAL ELEVATIONS
A1.1	ARCHITECTURAL PLANS

THIS BLOCK IS FOR OFFICIAL USE ONLY
QR label certifies that this plan meets conditions of final approval by the Planning Board, it's designee or the District Council.
M-NCPPC APPROVAL

PROJECT NAME: MILL BRANCH CROSSING - ARBY'S
PROJECT NUMBER: DSP-2025-0036
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision numbers must be included in the Project Number

GLW
PLANNING | ENGINEERING | SURVEYING
3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-989-2524 | FAX: 301-421-4186

DESIGNED BY: KAB
DRAWN BY: KAB
CHECKED BY: TML

DATE	REVISION	BY	APP'R.

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 29914, EXPIRATION DATE: JANUARY 20, 2028.
STATE OF MARYLAND · TIMOTHY MICHAEL LONGFELLOW · 29914 · PROFESSIONAL ENGINEER
5/11/2026

PREPARED FOR:
MILL BRANCH SANDWICHES LLC
3640 MARTINS DAIRY CIRCLE
OLNEY, MD 20832
ATTN: BORIS LANDER LUIS
(240)-463-1404

SCALE: 1"=200'
DATE: MAY, 2026
ZONING: CURRENT: C-G-O; PRIOR: C-S-C
TAX MAP - GRID: 055E3

COVER SHEET
MILL BRANCH CROSSING - ARBY'S
PLAT 13, OUTLOT 6A
Plat Book ME270 Plat No. 9
QUEEN ANNE PLEASANT ELECTION DISTRICT No. 7 PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 24138
SHEET 1 OF 9

L:\CADD\DRAWINGS\24138\PLANS BY GLW\SITE PLAN\24138-01 Cover Sheet.dwg,
PLOTTED: 5/18/2026 5:51 PM, LAST SAVED: 5/18/2026 5:49 PM, PLOTTED BY: Chris Jeffries

©GLW 2026

CERTIFICATE OF APPROVAL

MILL BRANCH CROSSING
DSP-20003

The resolution for this Detailed Site Plan was approved on April 7, 2022, bythe Prince George's County Planning Board, in accordance with prior Subtitle 27, Part 3, Division 9, of the Prince George's County Code. The official decision of this case is embodied in Prince George's County Planning Board Resolution No. 2022-35, which contains the conditions listed below:

1. Prior to certificate approval of this detailed site plan (DSP), the applicant shall:

   a. Provide four bicycle parking spaces using inverted U-style racks within 100 feet of each primary multifamily building entrance.

   b. Provide six bicycle parking spaces using inverted U-style racks within 100 feet of the clubhouse building entrance.

   c. Correct General Note 41(c) to indicate the correct number of minimum feet the bleeding control kits shall be located from any employee.

   d. Show locations of sharrows on Mill Branch Road.

   e. Show locations of short-term and long-term bicycle parking.

   f. Indicate that the timing triggers in the table of the recreational facilities are for the construction of said facilities and provide the specific building permit number with which they are associated. For example, the construction of the tot lot shall be completed prior to approval of the 51st townhouse building permit.

   g. Add the site plan notes, and revise the architecture, if necessary, as follows:

      - "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."
      - "No two townhouse units located next to, or across the street from each other may have identical front elevations."
      - "All townhouse side elevations shall include a minimum of two standard features. Every highly visible townhouse side elevation shall include full brick, stone, stucco, or other masonry treatment on the first floor combined with at least three windows, doors, or other substantial architectural features."
      - "A minimum of three townhouse dwelling units in any horizontal, continuous, attached group shall have a roof feature containing either a cross gable or dormer window(s)."
      - "All townhouse garage doors shall have a carriage-style appearance."

      - "All townhouse building groups shall include a minimum of 60 percent of the combined front elevations finished in brick, stone, or other masonry."

   h. All rear loaded garage townhouses shall provide either a roof top deck or a minimum four-foot-deep cantilevered deck or a deck(s) attached to the townhouse above the first floor and supported by vertical posts.

   i. Label Lots 1, 7, 8, 13, 14, 20, and 21, Block A; Lots 1 and 12, Block B; Lots 1 and 12, Block C; Lots 1, 10, 11, and 20, Block D; Lots 1, 10, 11, and 20, Block E; Lots 1 and 7, Block F; Lots 1 and 34, Block G; Lots 1 and 17, Block H; Lots 1 and 12, Block I; Lots 1, 11, 12, and 20, Block J; and Lots 1 and 8, Block K, as highly visible lots.

   j. Provide a note on the DSP to clearly indicate the green building techniques that are used in the buildings.

   k. Provide a list of cost estimates of the proposed private recreational facilities on the DSP, separated for the multifamily dwelling units and the single family attached units, and revise the recreational facilities spreadsheet, in accordance with the values and multiplier provided in the *Parks and Recreation Facilities Guidelines*. Provide details and separated values to justify the value of the clubhouse.

   l. Provide details of the building-mounted lights and the pole for the site lighting.

   m. Update the parking and loading schedule to account for the number of required and proposed loading spaces, and clearly label these spaces on the site plan.

   n. Provide templates on the DSP and architectural elevations with dimensions for all proposed townhouse units and remove the rendered elevations.

   o. Provide plans and details for the pool area, including, but not limited to dimensions, fencing, shade, and seating.

   p. Provide a note indicating the proposed density for the multifamily and townhouse dwelling units.

   q. Provide pet waste stations, with bags, along the pedestrian path surrounding the stormwater pond on Parcel 18.

2. Prior to certification of the detailed site plan, the Type 2 tree conservation plan shall be revised, as follows:

   a. Add an Environmental Planning Section approval box to sheet 11.

   b. Add planting lists for afforestation areas 1 and 2.

   c. Correctly label the woodland preservation area below the pond.

3. Prior to certification of the Type 2 tree conservation plan (TCP2) for this site, documents for the required woodland conservation easements shall be prepared and submitted to the Environmental Planning Section for review of legal sufficiency by the Maryland-National Capital Park and Planning Commission's Office of the General Counsel, and submission to Prince George's

County Land Records for recordation. The following note shall be added to the standard TCP2 notes on the plan, as follows:

"Woodlands preserved, planted, or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded in the Prince George's County Land Records at Liber _____ Folio____. Revisions to this TCP2 may require a revision to the recorded easement."

4. Prior to final plat approval, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the common entity established for ownership of Parcel 18 includes the townhouse lots or contains provisions for unfettered access and use of the amenities on Parcel 18 by the townhouse lot owners.

5. The proposed private recreational facilities shall be constructed and inspected by the Maryland-National Capital Park and Planning Commission, in accordance with the following schedule:

   a. Construct the playground and recreational facilities on Parcel E, prior to approval of the 51st townhouse building permit.

   b. Construct the playground and recreational facilities on Parcel K, prior to approval of the 101st townhouse building permit.

   c. Construct the multifamily clubhouse and pool, prior to approval of the third multifamily building permit.

   d. Construct the trail and recreational facilities on Parcel 18, prior to approval of the 150th townhouse building permit.

   It is occasionally necessary to adjust the precise timing of the construction of recreational facilities, as more details concerning grading and construction become available. Phasing of the recreational facilities may be adjusted by written permission of the Prince George's County Planning Board, or its designee, under certain circumstances, such as the need to modify construction sequence due to engineering necessity. An increase in the number of permits allowed to be released, prior to construction of any given facility, shall not exceed 10 percent over the number originally approved by the Planning Board.

This approval includes:

38	Detailed Site Plans
37	Landscape and Lighting Plans
237	Architectural Elevations and Signage
14	Type 2 Tree Conservation Plans

Any departure from this plan shall be resubmitted to the Planning Board for approval.

This Detailed Site Plan is valid for 3 years, until April 7, 2025, or as provided for in prior Section 27-287 of the Prince George's County Zoning Ordinance.

CERTIFIED ON: __10/22/22_____ BY AUTHORITY OF:
The Prince George's County Planning Board

Signed: _____AF_____
Anne Fothergill, Supervisor, Urban Design Section
Development Review Division

CERTIFICATE OF APPROVAL

DASH IN MILL BRANCH
DSP-20003-01

This amendment to a Detailed Site Plan was approved on October 21, 2024 by the Development Review Division, as designee of the Planning Director, in accordance with Subtitle 27, Part 3, Division 9, of the prior Prince George's County Code.

The purpose of this amendment is for development of a 4,500-square-foot food and beverage store and 8 gas pump dispensers under a canopy.

The Planning Director's approval of this Detailed Site Plan is consistent with the required findings in Section 27-289 of the prior Prince George's County Zoning Ordinance. The conditions of the original approval, dated April 7, 2022, shall remain in full force and effect.

This approval includes:

1	Cover Sheet
1	Approval Sheet
11	Detailed Site Plans
2	Landscape Plans
9	Detail Sheets
2	Architectural Elevations
14	Type 2 Tree Conservation Plans

Any departure from this plan shall be resubmitted to the Planning Board for approval.

CERTIFIED ON: 11/26/2024 BY AUTHORITY OF:
The Prince George's County Planning Board

Signed: James R. Hunt for LH
James R. Hunt for LH (Nov 26, 2024 13:07 EST)
Lakisha Hull, AICP, LEED AP BD+C
Planning Director
Prince George's County Planning Department

CERTIFICATE OF APPROVAL

MILL BRANCH CROSSING (POPEYES)
DSP-20003-02

The resolution for this Detailed Site Plan was approved on January 30, 2025 by the Prince George's County Planning Board, in accordance with prior Subtitle 27, Part 3, Division 9, of the Prince George's County Code. The official decision of this case is embodied in Prince George's County Planning Board Resolution No. 2025-001, which contains the condition listed below:

1. Prior to certificate approval of this detailed site plan (DSP), the applicant shall:

   a. Revise the cover sheet and plans to identify the subject property of this DSP as approved Parcel 9, with the abutting lots retaining an outlot designation for future development.

   b. Revise Site Data Note 11 to reflect Parcel 9 as the only Approved Parcel Area, and remove reference to existing Outlot 8.

   c. Revise the Minimum Building Setback on Sheet DSP-4 to accurately reflect the correct orientation and the required setback dimensions.

   d. Revise General Note 19 to reflect the correct approval dates of the previously approved applications.

   e. Provide notes on lighting details stating lighting fixtures will be full cut-off.

   f. Revise Sheet DSP-3 to show the entire extent of existing Outlot 10.

   g. On Sheet DSP-4, label the bearings and distances for the property lines of approved Parcel 9.

   h. Revise the tree canopy coverage schedule to reflect conformance to the requirements for the entire gross tract area of the Mill Branch Crossing site, through the provided on-site woodland conservation and reforestation/afforestation, along with a note relative to the conformance having been met with the approval of DSP 20003.

This approval includes:

1	Cover Sheet
1	Approval Sheet
8	Detailed Site Plans
4	Detail Sheets
6	Landscape Plans
4	Photometric Plans
4	Architectural Elevations

Any departure from this plan shall be resubmitted to the Planning Board for approval.

This Detailed Site Plan is valid for 3 years, until January 30, 2028, or as provided for in Section 27-287 of the prior Prince George's County Zoning Ordinance.

CERTIFIED ON: 4/3/25 BY AUTHORITY OF:
The Prince George's County Planning Board

Signed: Garland, Hyojung — Digitally signed by Garland, Hyojung Date: 2025.04.03 10:01:21 -04'00'
Hyojung Garland, Supervisor, Urban Design Section
Development Review Division

CERTIFICATE OF APPROVAL

CHIPOTLE AT MILL BRANCH CROSSING
DSP-20003-03

The resolution for this Detailed Site Plan was approved on February 20, 2025 by the Prince George's County Planning Board, in accordance with prior Subtitle 27, Part 3, Division 9, of the Prince George's County Code. The official decision of this case is embodied in Prince George's County Planning Board Resolution No. 2025-012, which contains the condition listed below:

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

   a. Revise the site data, including the total acreage, the cover sheet, and plans to identify the subject property of this DSP amendment as proposed Parcel 8, with the abutting lots retaining an outlot designation for future development, unless having been superseded by an approved DSP amendment.

   b. Provide evidence that Detailed Site Plan DSP-20003-04 for proposed Parcel 7 has been approved, and that the said approved plan includes an access drive which will also provide access to proposed Parcel 8, the subject of Detailed Site Plan DSP-20003-03.

   c. Revise General Note 22 to reflect the correct approval dates of the previously approved applications.

   d. Provide notes on lighting details stating that lighting fixtures will be full cut-off.

   e. Provide a tree canopy coverage schedule to reflect conformance to the requirements for the entire gross tract area of the Mill Branch Crossing site, through the provided on-site woodland conservation and reforestation/afforestation, along with a note relative to the conformance having been met with the approval of Detailed Site Plan DSP 20003.

This approval includes:

1	Cover Sheet
1	Approval Sheet
5	Detailed Site Plans
4	Detail Sheets
4	Landscape Plans
2	Photometric Plans
2	Architectural Elevations
2	Sign Plans

Any departure from this plan shall be resubmitted to the Planning Board for approval.

This Detailed Site Plan is valid for 3 years, until February 20, 2028, or as provided for in Section 27-287 of the prior Prince George's County Zoning Ordinance.

CERTIFIED ON: 5/9/25 BY AUTHORITY OF:
The Prince George's County Planning Board

Signed: Garland, Hyojung — Digitally signed by Garland, Hyojung Date: 2025.05.09 15:27:14 -04'00'
Hyojung Garland, Supervisor, Urban Design Section
Development Review Division

CERTIFICATE OF APPROVAL

MILL BRANCH CROSSING INLINE RETAIL
DSP-20003-04

The resolution for this Detailed Site Plan was approved on April 10, 2025 by the Prince George's County Planning Board, in accordance with prior Subtitle 27, Part 3, Division 9, of the Prince George's County Code. The official decision of this case is embodied in Prince George's County Planning Board Resolution No. 2025-025, which contains the condition listed below:

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

   a. Update the truck turning exhibit to demonstrate the ability of large vehicles to exit the site.

   b. Revise the area shown for the loading space to show two separate loading spaces with minimum dimensions of 12 feet wide and 33 feet long, in accordance with Sections 27-578 and 27-582(a) of the prior Prince George's County Zoning Ordinance.

   c. Rotate the configuration of the bicycle racks to avoid potential conflicts with sidewalks and parking areas.

   d. Provide additional signage details as required by Section 27-596(c) of the prior Prince George's County Zoning Ordinance, which should specify a unified use of materials and styles that is compatible with the building and other approved signage within Mill Branch Crossing, to be reviewed by the Urban Design Section as designee of the Planning Board.

   e. Provide notes on the lighting details stating lighting fixtures will be full cut-off.

   f. Indicate the location of any proposed fire department connection (FDC). A hydrant must be provided within 200 feet of any FDC as hose is laid by the fire department; along drive aisles, around corners, around obstacles, etc., as required by Section 4-167 of the Prince George's County Code.

This approval includes:

1	Cover Sheet
1	Approval Sheet
5	Detailed Site Plans
2	Detail Sheets
1	Sign Plan
4	Landscape Plans
2	Photometric Plan Sheets
2	Architectural Elevation Sheets

Any departure from this plan shall be resubmitted to the Planning Board for approval.

This Detailed Site Plan is valid for 3 years, until April 10, 2028, or as provided for in Section 27-287 of the prior Prince George's County Zoning Ordinance.

CERTIFIED ON: 6/25/2025 BY AUTHORITY OF:
The Prince George's County Planning Board

Signed: Huang, Te-sheng — Digitally signed by Huang, Te-sheng Date: 2025.06.25 13:50:13 -04'00'
Hyojung Garland, Supervisor, Urban Design Section
Development Review Division

THIS BLOCK IS FOR OFFICIAL USE ONLY
QR label certifies that this plan meets conditions of final approval by the Planning Board, it's designee or the District Council.
M-NCPPC APPROVAL

PROJECT NAME: MILL BRANCH CROSSING - ARBY'S
PROJECT NUMBER: DSP-2025-0036

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet
Revision numbers must be included in the Project Number

GLW
PLANNING | ENGINEERING | SURVEYING
3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-989-2524 | FAX: 301-421-4186

DESIGNED BY:
DRAWN BY: KAB
CHECKED BY: TML

DATE	REVISION	BY	APP'R.

PREPARED FOR:
MILL BRANCH SANDWICHES LLC
3640 MARTINS DAIRY CIRCLE
OLNEY, MD 20832
ATTN: BORIS LANDER LUIS
(240)-463-1404

SCALE	ZONING		G. L. W. FILE No.
NONE	CURRENT: C-G-O PRIOR: C-S-C	**APPROVAL SHEET** MILL BRANCH CROSSING - ARBY'S PLAT 13, OUTLOT 6A Plat Book ME270 Plat No. 9	24138
DATE	TAX MAP - GRID		SHEET
MAY, 2026	055E3	QUEEN ANNE PLEASANT ELECTION DISTRICT No. 7 PRINCE GEORGE'S COUNTY, MARYLAND	2 OF 9

L:\CADD\DRAWINGS\24138\PLANS BY GLW\SITE PLAN\24138-02 Approval Sheet.dwg, PLOTTED: 5/18/2026 5:51 PM, LAST SAVED: 5/18/2026 5:49 PM, PLOTTED BY: Chris Jeffries
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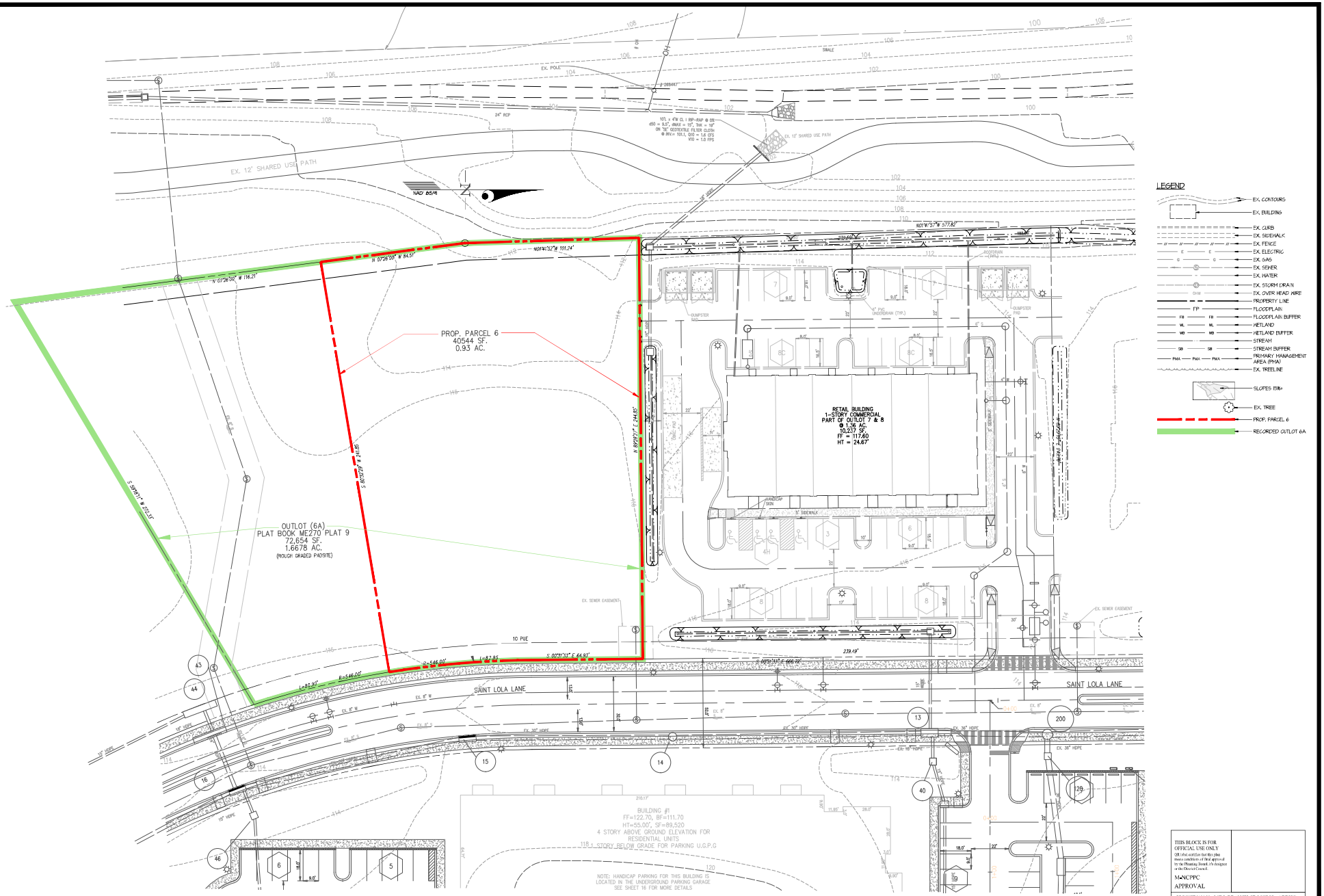

GRAPHIC SCALE
1 inch = 20 ft.

THIS BLOCK IS FOR OFFICIAL USE ONLY
QR label scan/Line that this plan means conditions of final approval by the Planning Board, it's designee or the District Council.
M-NCPPC
APPROVAL
PROJECT NAME: MILL BRANCH CROSSING - ARBY'S
PROJECT NUMBER: DSP-2025-0036
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet. Revision numbers must be included in the Project Number

GLW PLANNING | ENGINEERING | SURVEYING
9200 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT.: 410-880-7820 | DC/VA: 301-989-2524 | FAX: 301-421-4186

DESIGNED BY:
DRAWN BY: KAB
CHECKED BY: TML

DATE	REVISION	BY	APP'D.

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 29814, EXPIRATION DATE: JANUARY 20, 2026
5/6/2026

PREPARED FOR:
MILL BRANCH SANDWICHES LLC
3640 MARTINS DAIRY CIRCLE
OLNEY, MD 20832
ATTN: BORIS LANDER LUIS
(240)-463-1404

SCALE	ZONING
1"=20'	CURRENT: C-S-C PRIOR: C-S-C
DATE	TAX MAP – GRID
MAY, 2026	055E3

EXISTING CONDITIONS
MILL BRANCH CROSSING - ARBY'S
PLAT 13, OUTLOT 6A
Plat Book ME270 Plat No. 9
QUEEN ANNE PLEASANT ELECTION DISTRICT No. 7
PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 24138
SHEET 3 OF 9

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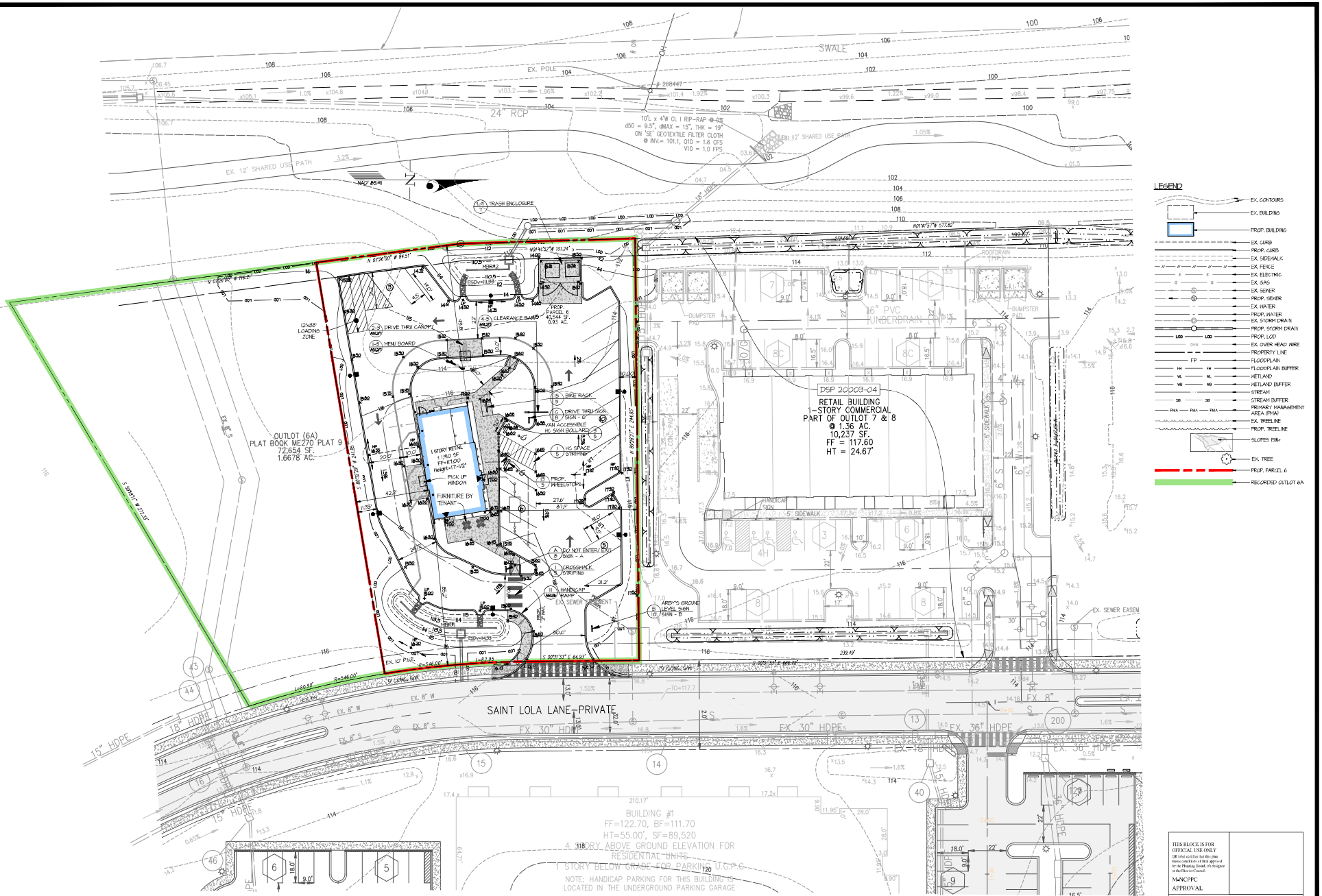

LEGEND

- EX. CONTOURS
- EX. BUILDING
- PROP. BUILDING
- EX. CURB
- PROP. CURB
- EX. SIDEWALK
- EX. FENCE
- EX. ELECTRIC
- EX. GAS
- EX. SEWER
- PROP. SEWER
- EX. WATER
- PROP. WATER
- EX. STORM DRAIN
- PROP. STORM DRAIN
- PROP. LOD
- EX. OVER HEAD WIRE
- PROPERTY LINE
- FLOODPLAIN
- FLOODPLAIN BUFFER
- WETLAND
- WETLAND BUFFER
- STREAM
- STREAM BUFFER
- PRIMARY MANAGEMENT AREA (PMA)
- EX. TREELINE
- PROP. TREELINE
- SLOPES 15%+
- EX. TREE
- PROP. PARCEL 6
- RECORDED OUTLOT 6A

THIS BLOCK IS FOR OFFICIAL USE ONLY
QR label certifies that this plan meets conditions of final approval by the Planning Board, it's designee or the District Council.
M-NCPPC
APPROVAL

PROJECT NAME: MILL BRANCH CROSSING - ARBY'S
PROJECT NUMBER: DSP-20003-04

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet
Revision numbers must be included in the Project Number

GLW PLANNING | ENGINEERING | SURVEYING
9200 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT.: 410-880-1820 | DC/VA: 301-989-2524 | FAX: 301-421-4186

DESIGNED BY	DATE	REVISION	BY	APP'D
KAB				
DRAWN BY: KAB				
CHECKED BY: TML				

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3640 MARTINS DAIRY CIRCLE
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(240)-463-1404

SCALE	ZONING CURRENT: C-S-C PRIOR: C-S-C
1"=20'	
DATE	TAX MAP – GRID
MAY, 2026	055E3

SITE PLAN

MILL BRANCH CROSSING - ARBY'S
PLAT 13, OUTLOT 6A
Plat Book ME270 Plat No. 9

QUEEN ANNE PLEASANT ELECTION DISTRICT No. 7 — PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 24138

SHEET 4 OF 9

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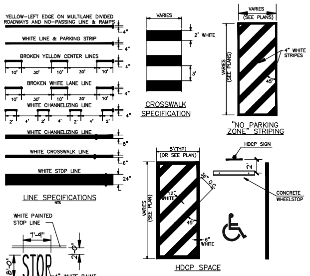
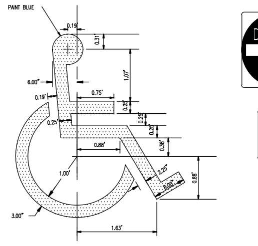
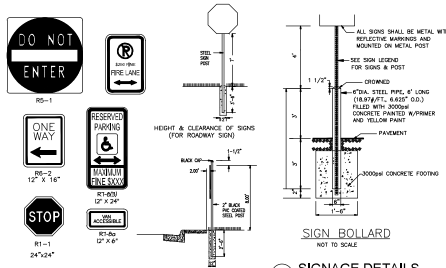


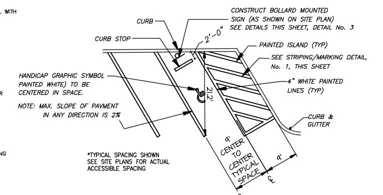
1 STRIPING / MARKING
SCALE: NTS



2 INTERNATIONAL HDCP SYMBOL
SCALE: NTS

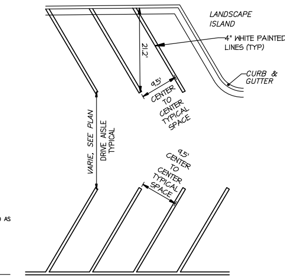


3 SIGNAGE DETAILS
SCALE: NTS



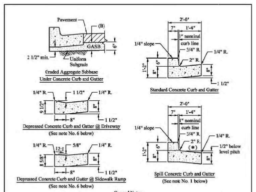
NOTE:
1. ALL PAINT SHALL BE FAST DRYING TRAFFIC PAINT, MEETING THE REQUIREMENTS OF AASHTO M248 TYPE F, PAINT SHALL BE APPLIED AS SPECIFIED BY THE MANUFACTURER.
2. SYMBOLS & PARKING STALLS SHALL CONFORM TO THE REQUIREMENTS OF THE AMERICAN DISABILITIES ACT AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION.
3. THE MINIMUM DIMENSIONS ARE SHOWN. STATE REGULATORS MAY REQUIRE LARGER DIMENSIONS.
4. APPLY 2 COATS OF TRAFFIC PAINT. ALLOW FOR MINIMUM CURE TIME OF 24 HOURS BETWEEN APPLICATIONS.

4 HANDICAP PARKING STALL DETAIL
SCALE: NTS



NOTE:
1. ALL PAINT SHALL BE SHERWIN-WILLIAMS "SETFAST" PAINT, #TM2160 - WHITE OR #TM2161 - YELLOW.
2. APPLY 2 COATS OF TRAFFIC TYPE PAINT. APPLY THE FIRST COAT NOT LESS THAN FIVE (5) DAYS AFTER THE PLACING OF BITUMINOUS PAVEMENT APPLY SECOND COAT JUST PRIOR TO STORE OPENING.

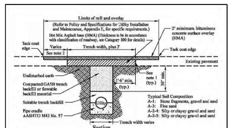
5 STANDARD PARKING DETAIL
SCALE: NTS



General Notes
1. Use of spill concrete curb and gutter requires special Departmental approval, except for "Urban Major Collector Road" design.
2. The slope (*) of a spill concrete curb and gutter pan shall be equal to the cross slope of roadway paving.
3. Install expansion joints using 1/2' preformed non-extruding joint filler, at 100' intervals, at the beginning and end of curves with less than 100' radii, at structures, and at midpoints of curb returns.
4. All construction joints shall be located at 10' intervals. The contraction joints shall be constructed to a depth equal to 1/4 of the depth of the thickness of the concrete.
5. All concrete shall be Class I (MSHA Mix No. 3) air-entrained, unless otherwise approved by the Department. The surface shall be brush finished.
6. The depressed concrete curb and gutter sections shall be used at all driveway aprons and sidewalk ramps.
7. Preformed joint fillers shall conform to M 153. The bituminous fiber type joint shall conform to M 213, with the bitumen content determined using T 164.
8. Granite curb and gutter may be required under certain conditions.
9. Provide uniform subgrade under entire roadway section.
10. All new construction within the County right-of-way shall comply with Federal accessibility guidelines of the Americans with Disabilities Act and Fair Housing regulations.

APPROVED: DIRECTOR / DATE
REVISION DATE: / APPROVED BY:
DPW&T
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION Prince George's County, MD
Concrete Curb and Gutter — STD. 300.01

6 CURB AND GUTTER DETAILS
N.T.S.

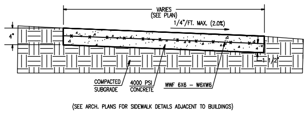


Notes
1. Existing pavement shall be milled or saw cut full depth where the limits of mill and overlay meet the existing pavement.
2. For longitudinal and transverse cuts, the limits of the mill and overlay shall be in accordance with the Policy and Specification for Utility Installation and Maintenance, Attachment 2 and 3, for specific requirements.
3. When the distance from the edge of the existing pavement to the edge of new asphalt base is 3 feet or less, the existing pavement shall be removed and replaced to the edge.
4. For transverse cuts perimeter milling with a minimum width of 12" shall be required.
5. All milling shall be 2" minimum depth.
6. Hot Mix Asphalt (HMA) base and surface overlay mix design to be in accordance with classification of roadway, (see Category 100 for details)
7. Hot Mix Asphalt (HMA) surface shall be placed to a depth equal to the depth of the existing surface or 2" minimum, whichever is greater. Hot Mix Asphalt (HMA) base shall be a depth equal to the depth of the existing base or 4", whichever is greater. All Hot Mix Asphalt (HMA) shall be compacted to an in-place density of 92 to 97 percent of the maximum specific gravity.
8. The top two-and-one-half (2 1/2) feet of all trench backfill beneath the pavement layer shall be compacted Graded Aggregate Subbase (GASB) to 95% of the maximum dry density per AASHTO Designation T-99. Prior to and during compaction, moisture of fill material shall be maintained within 2% of optimum. The fill shall be placed and compacted in horizontal layers not to exceed 8" in thickness (loose). GASB shall conform to the requirements of the latest edition MSHA Standard Specifications for Construction and Materials manual. Flowable fill material may also be used when approved by the Department.
9. Suitable trench backfill below the top two-and-one-half (2 1/2) feet down to five (5) feet deep shall be placed in horizontal layers not to exceed 8 inches (loose) and compacted to at least 92% of maximum dry density per AASHTO Designation T-99. Moisture content shall be maintained within 2% optimum.
10. Trench backfill below five (5) feet deep shall be placed and compacted in layers not to exceed 1 foot in thickness (loose).
11. All compaction work shall be performed using suitable equipment such as sheepsfoot rollers or pneumatic and/or vibratory plate type compaction equipment. Backfill material shall be placed evenly around the structure and shall be free of boulders, frozen lumps or foreign matter that could cause hard spots or decompose creating voids.
12. Where cave-ins under existing asphalt pavement occur, the existing pavement shall be saw-cut 11 inches beyond the limit of the cave-in.
13. Use an independent testing lab to verify compaction.

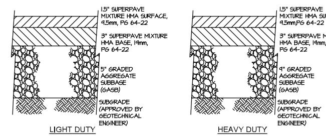
APPROVED: DIRECTOR / DATE
REVISION DATE: / APPROVED BY:
DPW&T
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION Prince George's County, MD
Utility Patch in Flexible Asphalt Pavement — STD. 300.18

Revision 03/14/12 — Specifications and Standards for Roadways and Bridges — Section III – 63

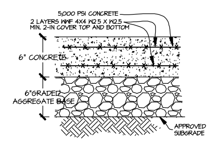
7 UTILITY PATCH IN FELXIBLE ASPHALT PAVEMENT
N.T.S.



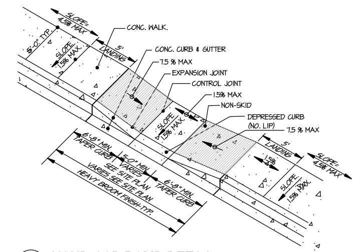
8 SIDEWALK DETAIL
SCALE: NTS



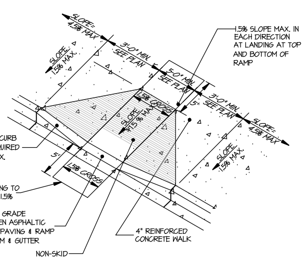
9 ASPHALT PAVING SECTIONS
SCALE: NTS



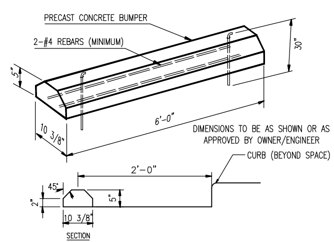
10 CONCRETE SECTION (DUMPSTER PAD & DRIVE-THRU LANE)
SCALE: NTS



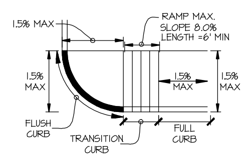
11 HANDICAP RAMP DETAIL
N.T.S.
SCALE: NTS



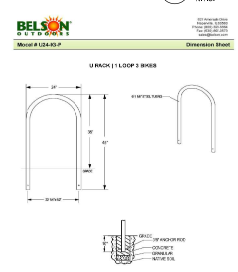
12 HANDICAP RAMP DETAIL
N.T.S.



13 DETAIL - WHEEL STOP
SCALE: N.T.S.



14 HANDICAP RAMP DETAIL
N.T.S.



MODEL: H36-7-6-IG
DESCRIPTION: HEAVY DUTY CHALLENGER, 1 LOOP - 3 BIKES, IN-GROUND MOUNT WITH GROUT COVERS
SIZE: 37"± (AT GRADE) X 61
COLOR: TO MATCH EXISTING FURNISHINGS AND ACCESSORIES
QUANTITY: PER PLAN
COMPANY: BELSON OUTDOORS
111 NORTH RIVER ROAD
NORTH AURORA IL 60542
www.belson.com
800-323-5664
NOTES: INSTALL PER MANUFACTURERS RECOMMENDATIONS

15 BIKE RACK DETAIL (2 BIKES EA)
N.T.S.

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QR label certifies that this plan meets conditions of final approval by the Planning Board, it's designee or the District Council.
M-NCPPC APPROVAL
PROJECT NAME: MILL BRANCH CROSSING - ARBY'S
PROJECT NUMBER: DSP-2025-0036
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet
Revision numbers must be included in the Project Number

GLW
PLANNING | ENGINEERING | SURVEYING
3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-989-2524 | FAX: 301-421-4186

DESIGNED BY: KAB
DRAWN BY: KAB
CHECKED BY: TML

DATE	REVISION	BY	APP'R.

PREPARED FOR:
MILL BRANCH SANDWICHES LLC
3640 MARTINS DAIRY CIRCLE
OLNEY, MD 20832
ATTN: BORIS LANDER LUIS
(240)-463-1404

SCALE: AS SHOWN
ZONING: CURRENT: C-G-O PRIOR: C-S-C
DATE: MAY, 2026
TAX MAP - GRID: 055E3

SITE DETAILS
MILL BRANCH CROSSING - ARBY'S
PLAT 13, OUTLOT 6A
Plat Book ME270 Plat No. 9
QUEEN ANNE PLEASANT ELECTION DISTRICT No. 7 — PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 24138
SHEET 5 OF 9

L:\CADD\DRAWINGS\24138\PLANS BY GLW\SITE PLAN\24138-05 Site Details.dwg, PLOTTED:5/18/2026 5:51 PM, LAST SAVED:5/18/2026 5:49 PM, PLOTTED BY: Chris Jeffries
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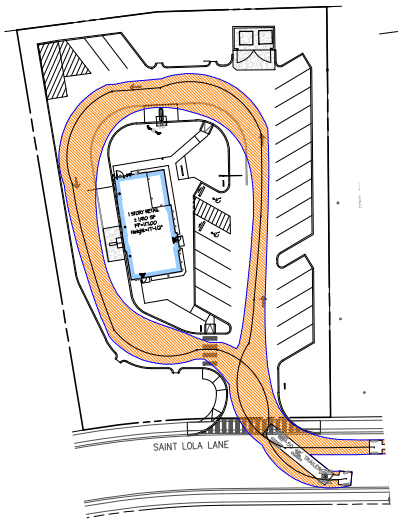
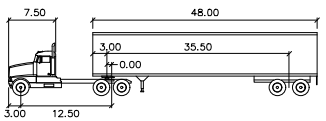
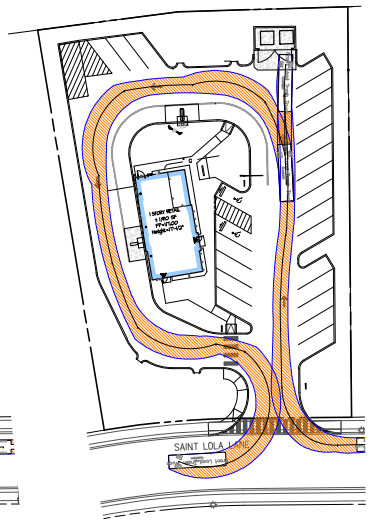


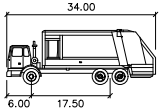


WB–50 48' TRAILER

feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 17.7
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

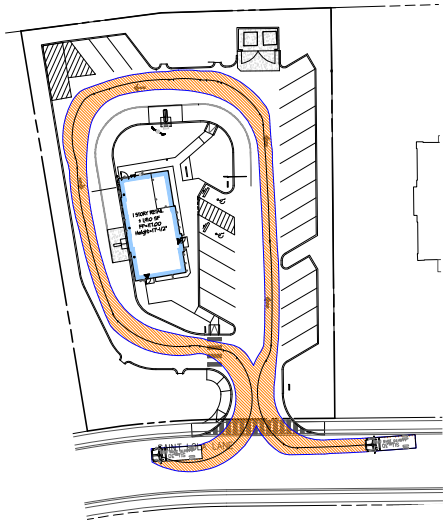


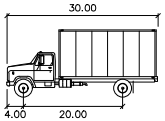


Front Load Trash Truck

feet

Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 27.0

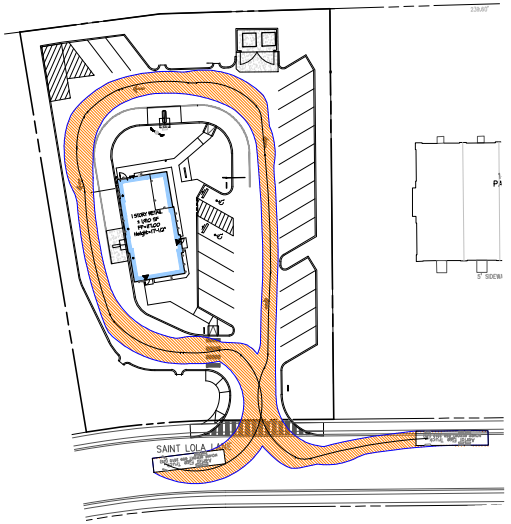


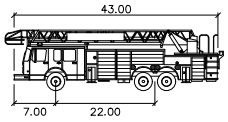


SU–30

feet

Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8

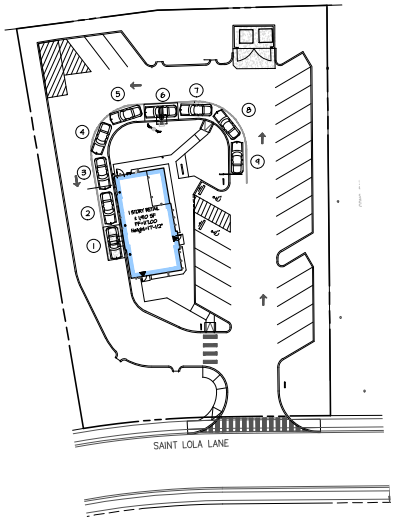




Aerial Fire Truck

feet

Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 33.3



CUSTOMER STACKING AT
DRIVE-THROUGH WINDOW

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M-NCPPC
APPROVAL

PROJECT NAME: MILL BRANCH CROSSING - ARBY'S

PROJECT NUMBER: DSP-2025-0036

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet. Revision numbers must be included in the Project Number.

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DESIGNED BY	KAB
DRAWN BY	KAB
CHECKED BY	TML

DATE	REVISION	BY	APPR.

PREPARED FOR:
MILL BRANCH SANDWICHES LLC
3640 MARTINS DAIRY CIRCLE
OLNEY, MD 20832

ATTN: BORIS LANDER LUIS
(240)-463-1404

SCALE	ZONING
1"=30'	CURRENT: C-S-C PRIOR: C-S-C
DATE	TAX MAP – GRID
MAY, 2026	055E3

SITE DETAILS - CIRCULATION

MILL BRANCH CROSSING - ARBY'S

PLAT 13, OUTLOT 6A
Plat Book ME270 Plat No. 9

QUEEN ANNE PLEASANT ELECTION DISTRICT No. 7 — PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 24138

SHEET 6 OF 9

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SCHEDULE 4.2-1
Requirements for Landscape Strips Along Streets (Veterans Highway)

Linear feet of street frontage, excluding driveway entrances: 187 Linear Feet

1. General Plan Designation: __X__ Developing Tier ______ Rural Tier ______ Developed Tier, Corridor node or Center
2. Option Selected: 1, 2, 3, or 4: __1__ 1 or 2: _
3. Is there a public utility easement along the frontage of the property? ______ Yes __X__ No
4. Number of plants required: __6__ shade trees, __54__ shrubs, ______ 25-foot-wide strip of existing trees
5. Total number of trees provided: __6__ shade trees, ______ ornamental (2:1 Substition for 5 shade trees), ______ evergreen trees (2:1 Substition for 3 shade trees), __54__ shrubs, ______ 25-foot-wide strip of existing trees

SCHEDULE 4.2-1
Requirements for Landscape Strips Along Streets (Saint Lola Lane)

Linear feet of street frontage, excluding driveway entrances: 117 Linear Feet

1. General Plan Designation: __X__ Developing Tier ______ Rural Tier ______ Developed Tier, Corridor node or Center
2. Option Selected: 1, 2, 3, or 4: __2__ 1 or 2: _
3. Is there a public utility easement along the frontage of the property? __X__ Yes ______ No
4. Number of plants required: __4__ shade trees, __17__ shrubs, ______ 25-foot-wide strip of existing trees
5. Total number of trees provided: __4__ shade trees, ______ ornamental (2:1 Substition for 5 shade trees), ______ evergreen trees (2:1 Substition for 3 shade trees), __17__ shrubs, ______ 25-foot-wide strip of existing trees

SCHEDULE 4.9-1
SUSTAINABLE LANDSCAPING REQUIREMENTS

1) PERCENTAGE OF NATIVE PLANT MATERIAL REQUIRED IN EACH CATEGORY:
   SHADE TREES: TOTAL 24 x 50% = 12 TOTAL NUMBER REQUIRED; TOTAL NUMBER PROVIDED 12 = 50% NATIVE
   ORNAMENTAL TREES: TOTAL 4 x 50% = 2 TOTAL NUMBER REQUIRED; TOTAL NUMBER PROVIDED 4 = 100% NATIVE
   EVERGREEN TREES: TOTAL 2 x 30% = 1 TOTAL NUMBER REQUIRED; TOTAL NUMBER PROVIDED 2 = 100% NATIVE
   SHRUBS: TOTAL 111 x 30% = 34 TOTAL NUMBER REQUIRED; TOTAL NUMBER PROVIDED 111 = 100% NATIVE
2) ARE INVASIVE SPECIES PROVIDED? ______ NO
3) ARE EXISTING INVASIVE SPECIES ON-SITE IN AREAS THAT ARE TO REMAIN UNDISTURBED? ______ NO
4) IF "YES" IS CHECKED IN NUMBERS 2 OR 3, IS A NOTE INCLUDED ON THE PLAN REQUIRING REMOVAL OF INVASIVE SPECIES PRIOR TO CERTIFICATION IN ACCORDANCE WITH SECTION 1.5, CERTIFICATION ON INSTALLATION OF PLANT MATERIALS? ______ N/A
5) ARE TREES PROPOSED TO BE PLANTED ON SLOPES GREATER THAN 3:1? ______ NO

SCHEDULE 4.3-1
PARKING LOT PERIMETER LANDSCAPE STRIP (#1)
(NORTH PROPERTY LINE)

Linear feet of parking lot perimeter adjacent to property line: 220 Linear Feet
1. General Plan Designation: __X__ Developing Tier ____ Rural Tier ______ Developed Tier, Corridor node or Center
2. Option Selected: 1, 2, 3, or 4: __1__ 1 or 2: ______
3. Width of perimeter strip required: 10 ft.
4. Width of perimeter Strip provided: 10 ft.
5. Plant Material required: __7__ shade trees, __19__ shrubs
6. Total plant material provided: __7__ shade trees, __19__ shrubs

SCHEDULE 4.3-1
PARKING LOT PERIMETER LANDSCAPE STRIP (#2)
(SOUTHERN PROPERTY LINE)

Linear feet of parking lot perimeter adjacent to property line: 220 Linear Feet
1. General Plan Designation: __X__ Developing Tier ____ Rural Tier ______ Developed Tier, Corridor node or Center
2. Option Selected: 1, 2, 3, or 4: __1__ 1 or 2: ______
3. Width of perimeter strip required: 10 ft.
4. Width of perimeter Strip provided: 10 ft.
5. Plant Material required: __7__ shade trees, __19__ shrubs
6. Total plant material provided: __7__ shade trees, __19__ shrubs

SECTION 4.4
SCREENING REQUIREMENTS

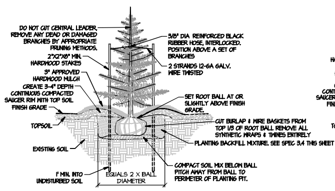
1. The loading area is required to be screened from adjacent residential properties and streets.
   - There are no adjacent residential properties.
   - The loading area is screened from the roadways by proposed plantings of a dense row of shrubs.
2. Any freestanding dumpsters are to be enclosed and screened by sight tight fence or masonry wall.
   - The proposed dumpster is enclosed by a masonry wall.

SCHEDULE 4.3-2
Interior Planting for Parking Lots 7,000 Square Feet or Larger

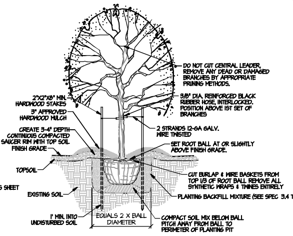
1. Parking Lot Area: 12,917 square feet
2. Interior landscaped area required: 8.0 % — 1,033 square feet
3. Interior landscaped area provided: 8.0 % — 1,033 square feet
4. Minimum number of shade trees required:
   (1 per 300 square feet of interior planting area provided) __4__ shade trees
   or
   (1 per 200 square feet of interior planting area provided) __-__ shade trees
5. Number of shade trees provided: __5__ shade trees
6. Is a minimum of 160 square feet of contiguous pervious land area provided per shade tree? __X__ yes ____ no
7. Is there a planting island on average every 10 spaces? __X__ yes ____ no
8. Is a curb or wheel stop provided for all parking spaces abutting a planting or pedestrian area? __X__ yes ____ no
9. Are planting islands that are either parallel or perpendicular to parking spaces on both sides a minimum of 9 feet wide? __X__ yes ____ no
10. Is a planting island that is perpendicular to parking spaces on one side a minimum of 6 feet wide? __X__ yes ____ no
11. For parking lots 50,000 square feet or larger:
    Is there a 9-foot-wide planting island perpendicular to parking for every 2 bays? ____ yes ____ no
    or
    Is the number of shade trees required increased? (1 per 200 square feet of interior planting area provided) ____ yes ____ no

LANDSCAPE SPECIFICATIONS

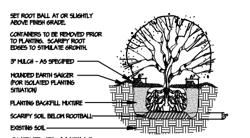
1.0 GENERAL CONDITIONS
1.1 SCOPE OF WORK
A. THE LANDSCAPE CONTRACTOR SHALL PROVIDE ALL MATERIALS, LABOR AND EQUIPMENT TO COMPLETE ALL LANDSCAPE WORK AS SHOWN ON THE PLANS AND SPECIFICATIONS.
B. TOTAL NUMBER OF PLANTS SHALL BE DRAWN ON THE LANDSCAPE PLAN. IF THERE IS A DISCREPANCY BETWEEN THE DRAWING AND THE LIST ON THE PLANS, THE CONTRACTOR SHALL REQUEST CLARIFICATION FROM THE LANDSCAPE ARCHITECT.
1.2 STANDARDS
A. ALL PLANT MATERIAL SHALL CONFORM TO THE CURRENT ISSUE OF THE AMERICAN STANDARD FOR NURSERY STOCK PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN. ALL TREES TO BRANCH SYMMETRICALLY AROUND CENTRAL LEADER. NO FORKED LEADER STOCK WILL BE ACCEPTED.
B. PLANT MATERIAL MUST BE SELECTED FROM NURSERIES THAT HAVE BEEN INSPECTED AND CERTIFIED BY STATE PLANT INSPECTORS.
C. NOMENCLATURE WILL BE IN ACCORDANCE WITH HORTUS III BY L.H. BAILEY.
1.3 SUBMITTALS
WHEN REQUESTED BY THE OWNER OR OWNER'S REPRESENTATIVE, SAMPLES OF ALL MATERIAL OTHER THAN PLANTS SHALL BE SUBMITTED TO THE OWNER'S DESIGNATED REPRESENTATIVE FOR APPROVAL.
1.4 APPROVALS
ALL APPROVALS WILL BE IN WRITING.
1.5 SUBSTITUTIONS
IT IS THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY TO MAKE EVERY REASONABLE EFFORT TO FIND THE MATERIAL SPECIFIED BY THE LANDSCAPE ARCHITECT. THE LANDSCAPE CONTRACTOR MAY OFFER SUBSTITUTIONS TO THE LANDSCAPE ARCHITECT FOR HIS/HER CONSIDERATION. THE LANDSCAPE CONTRACTOR WILL NOTIFY THE LANDSCAPE ARCHITECT IF THERE ARE KNOWN DISEASES OR INSECT RESISTANT SPECIES THAT CAN BE SUBSTITUTED FOR A SELECTED PEST-PRONE PLANT. ALL SUBSTITUTIONS SHALL BE APPROVED IN WRITING BY MNCPPC.
1.6 UTILITIES AND UNDERGROUND FEATURES
THE LANDSCAPE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES AND/OR THE GENERAL CONTRACTOR IN ADVANCE OF CONSTRUCTION TO LOCATE UTILITIES.
1.7 DRAINAGE
IF PLANTS ARE TO BE INSTALLED IN AREAS THAT SHOW OBVIOUS POOR DRAINAGE, AND THE PLANTS ARE INAPPROPRIATE FOR THAT CONDITION, THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT AND OWNER. IF THEY DEEM NECESSARY, THE PLANTS SHALL BE RELOCATED, THE CONTRACT SHALL BE ADJUSTED TO ALLOW FOR DRAINAGE CORRECTION AT A NEGOTIATED COST, OR THE PLANT SELECTION MODIFIED BY THE LANDSCAPE ARCHITECT TO ACCOMMODATE THE POOR DRAINAGE SITUATION.
1.8 WORKMANSHIP
A. DURING DELIVERY AND INSTALLATION, THE LANDSCAPE CONTRACTOR SHALL PERFORM IN A WORKMANLIKE MANNER, COORDINATING HIS/HER ACTIVITIES SO AS NOT TO INTERFERE UNDULY WITH THE WORK OF OTHER TRADES AND LEAVING HIS/HER WORK AREA(S) CLEAN OF LETTER AND DEBRIS AT THE CLOSE OF EACH WORKDAY.
B. DURING PLANTING, ALL AREAS SHALL BE KEPT NEAT AND CLEAN, PRECAUTIONS SHALL BE TAKEN TO AVOID DAMAGE TO EXISTING PLANTS, LARGE TREES, TURF AND STRUCTURES. WHERE EXISTING TREES ARE TO BE PRESERVES, ADDITIONAL PRECAUTIONS SHOULD BE TAKEN TO AVOID UNNECESSARY ACCUMULATION OF EXCAVATED MATERIALS, SOIL COMPACTION OR ROOT DAMAGE.
C. UPON COMPLETION, ALL DEBRIS AND WASTE MATERIAL RESULTING FROM PLANTING OPERATIONS SHALL BE REMOVED FROM THE PROJECT AND THE AREA CLEANED UP.
D. ANY DAMAGE TO THE EXISTING UTILITIES, BUILDINGS, PAVING, CURB AND WALLS, AND VEGETATION (NOT SO DESIGNATED FOR REMOVAL ON THESE PLANS) SHALL BE REPAIRED TO PREVIOUS CONDITION OR REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
1.9 WATER
A. THE OWNER SHALL SUPPLY WATER ON SITE AT NO COST. IF THE LANDSCAPE CONTRACTOR HAS TO SUPPLY WATER TO THE SITE, IT SHALL BE AT AN ADDITIONAL COST.
1.10 PLANTING SEASONS
A. RED OAK, WHITE OAK, WILLOW OAK, SCARLET OAKS, DOGWOOD, SWEET GUM, CONIFERS, AND BROAD LEAF EVERGREENS WILL NOT BE PLANTED BETWEEN NOVEMBER 15 AND MARCH 1, UNLESS THE LANDSCAPE CONTRACTOR STATES IN WRITING THAT HE/SHE WILL GUARANTEE PLANTS.
1.11 INSPECTIONS AND ACCEPTANCE
A. INITIAL INSPECTION: PRIOR TO PLANTING, ALL PLANT LOCATIONS SHALL BE STAKED IN THE FIELD BY THE CONTRACTOR. THE LANDSCAPE ARCHITECT SHALL BE CONTACTED TO INSPECT AND APPROVE ALL PLANT LOCATIONS BEFORE PLANTING.
B. FINAL ACCEPTANCE INSPECTION: A VERIFICATION OF PERFORMANCE FOR WORK BY CONTRACT DOCUMENTS, TO BE CONDUCTED BY THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE ON-SITE AND IN THE PRESENCE OF THE LANDSCAPE CONTRACTOR FOR THE PURPOSE OF ACCEPTANCE.
C. FINAL WARRANTY INSPECTION: THE LANDSCAPE CONTRACTOR SHALL CONDUCT A FINAL INSPECTION WITH THE OWNER OR OWNER'S REPRESENTATIVE AT THE END OF THE ONE YEAR PERIOD.
1.12 WARRANTY
A. THE STANDARD WARRANTY IS FOR ONE (1) YEAR PERIOD, EXCLUDING BULBS AND ANNUALS, COMMENCING ON THE DATE OF INITIAL ACCEPTANCE. ALL PLANTS SHALL BE ALIVE AND IN SATISFACTORY GROWTH AT THE END OF THE GUARANTEE PERIOD.
B. ANY MATERIAL THAT IS 25% DEAD OR MORE SHALL BE CONSIDERED DEAD AND MUST BE REPLACED AT NO CHARGE. A TREE SHALL BE CONSIDERED DEAD WHEN THE MAIN LEADER HAS DIED BACK, OR 25% OF THE CROWN IS DEAD.
C. PERENNIALS SHALL BE GUARANTEED FOR ONE YEAR AFTER INITIAL ACCEPTANCE.
2.0 PLANT MATERIALS
2.1 SCOPE OF WORK
THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING AND INSTALLING ALL PLANT MATERIAL SHOWN ON THE DRAWINGS AND PLANT LIST.
2.2 INSPECTION
A. PLANTS SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE OWNER OR OWNER'S REPRESENTATIVE AT THE PLACE OF GROWTH (BEFORE DIGGING - TREES) OR HOLDING YARD (SHRUBS) FOR CONFORMITY TO SPECIFICATION REQUIREMENTS AS TO QUALITY, SIZE, AND VARIETY.
3.0 PRODUCTS
3.1 QUALITY ASSURANCE
MANUFACTURER'S CERTIFIED ANALYSIS SHALL ACCOMPANY PACKAGED STANDARD PRODUCTS.
3.2 ORGANIC MATTER
A. PEAT MOSS - TYPE 1 SPHAGNUM PEAT MOSS; FINELY DIVIDED WITH A PH OF 3.1 TO 5.0.
B. SEDGE PEAT - DECOMPOSES PEAT CONTAINING NO IDENTIFIABLE FIBERS.
C. LEAF COMPOST - THAT IS SCREENED AND FREE TO TRASH.
D. COMPOSTED SEWAGE SLUDGE - APPROVED, SCREENED, POLYMER-DEWATERED SEWAGE SLUDGE WITH A Ph OF 4.2 - 12.6 ma
3.3 TOPSOIL
A. IT SHALL BE FREE OF STONES, LUMPS, PLANTS, ROOTS AND OTHER DEBRIS OVER 1/2". TOPSOIL MUST ALSO BE FREE OF PLANTS OR PLANT PARTS OF BERMUDA GRASS, QUACKGRASS, JOHNSONGRASS, MUGWORT, NUTSEDGE, POISON IVY, CANADIAN THISTLE OR OTHERS AS SPECIFIED.
B. IT SHALL NOT CONTAIN TOXIC SUBSTANCES HARMFUL TO PLANT GROWTH, I.E. PESTICIDE RESIDUES.
3.4 BACKFILL MIXTURE
A. BACKFILL MIXTURE FOR TREES AND SHRUBS SHALL BE 3/4 EXISTING SOIL MIXED WITH 1/4 ORGANIC MATERIAL, PLUS GRANULAR FERTILIZER.
3.5 MULCH
A. MATERIAL SHALL BE COMPOSTED, SHREDDED HARDWOOD BARK, WITH LESS THAN 10% SAPWOOD, DARK BROWN IN COLOR, OR APPROVED EQUAL.
B. MATERIAL SHALL BE UNIFORM IN SIZE AND FREE OF FOREIGN MATTER.
4.0 PLANTING PROCEDURE FOR TREES
4.1 TREE PLANTING
A. WALL OF TREE PIT SHALL BE DUG SO THAT THEY ARE VERTICAL OR SLOPING OUTWARD IN HEAVY SOILS, BE AND SCARIFIED.
B. THE TREE PIT MUST BE A MINIMUM OF 9" LARGER ON EVERY SIDE OF THE BALL OF THE TREE AND MINIMALLY 36" DEEP MEASURED FROM EXISTING GRADE, WHICHEVER IS GREATER. IN PARKING LOT ISLANDS, THE PLANTING AREA SHALL BE PREPARED BY PROVIDING AN AMENDED SOIL MIXTURE. EXISTING MATERIALS SHALL BE COMPLETELY REMOVED TO ACCOMMODATE THIS REQUIREMENT.
C. PLACE THE TREE IN THE PIT CARRYING THE BALL AND THEN LOWERING IT INTO THE PIT. NEVER LIFT THE TREE BY THE TRUNK OR BRANCHES.
D. SET THE TREE STRAIGHT AND IN THE CENTER OF THE PIT WITH THE MOST DESIRABLE SIDE FACING TOWARD THE PROMINENT VIEW.
E. BACKFILL TREE PIT WITH A SOIL MIXTURE STATED IN THE SPECIFICATIONS.
F. CUT AND REMOVE ROPE OR WIRE OFF THE TOP 50% OF ROOTBALL AND PULL BURLAP BACK TO THE EDGE OF THE BALL. REMOVE AS MUCH BURLAP, WOVEN PRODUCTS AND TWINE AS POSSIBLE. ALL PLASTIC OR SYNTHETIC FILM MUST BE REMOVED FROM THE ROOTBALL. CUT ALL TWINE AWAY FROM TRUNK.
G. FORM A SAUCER ABOVE EXISTING GRADE, AROUND THE OUTER RIM OF THE TREE PIT, ESPECIALLY ON SLOPES AND IN HEAVY SOILS.
H. MULCH TOP OF ROOT BALL AND SAUCER TO A MINIMUM DEPTH OF 2", NOT TO EXCEED 3". DO NOT PLACE MULCH AGAINST THE TRUNK.
I. WATER THOROUGHLY ON THE INTERIOR OF THE TREE SAUCER UNTIL IT IS FILLED, EVEN IF IT IS RAINING. SECOND WATERING MAY BE NECESSARY TO INSURE SATURATION OF THE ROOT BALL AND ELIMINATION OF AIR POCKETS.
J. PRUNING SHOULD BE RESTRICTED TO CORRECTIVE PRUNING TO IMPROVE FORM ONLY.
K. STAKE TREE PER PLANTING DETAIL
5.0 PLANTING PROCEDURES FOR SHRUBS
5.1 PLANTING SHRUBS
A. FOR A SINGLE SHRUB, THE PIT SHALL BE DUG 1' WIDER THAN THE ROOTBALL AND DEEP ENOUGH TO ALLOW 1/8TH OF THE ROOTBALL TO SET ABOVE EXISTING GRADE. (SINGLE SHRUB PLANTINGS ONLY IF NOTED ON PLANS)
B. FOR A SHRUB MASS PLANTING, THE ENTIRE BED AREA SHALL BE TILLED 4-6" DEEP. TILLING SHOULD ONLY BE ONE IN DRY SOIL TO AVOID COMPACTION. IF THE SOIL IS HEAVY IN CLAY AND SILT, ORGANIC MATERIAL SHOULD BE ADDED. EACH SHRUB PIT SHALL BE EXCAVATED FOR THE PROPER SETTING OF THE ROOTBALL.
C. PLACE THE SHRUB IN THE PIT BY LIFTING AND CARRYING IT BY THE ROOTBALL. REMOVE CONTAINERS FROM ALL CONTAINER-GROWN SHRUBS; SLASH THE EDGES OF THE ROOTBALL FROM TOP TO BOTTOM, AT LEAST 1" DEEP.
D. SET THE SHRUB AND IN THE CENTER OF THE PIT WITH THE MOST DESIRABLE SIDE FACING TOWARD THE PROMINENT VIEW.
E. CUT AND REMOVE ROPE OR WIRE OFF THE TOP 50% OF ROOTBALL AND PULL BURLAP BACK TO THE EDGE OF HE BALL. REMOVE AS MUCH BURLAP, WOVEN PRODUCTS AND TWINE AS POSSIBLE. ALL PLASTIC OR SYNTHETIC FILM MUST BE REMOVED FROM THE ROOTBALL. CUT ALL TWINE AWAY FROM TRUNK.
F. FORM A SAUCER ABOVE THE EXISTING GRADE AND COMPLETELY AROUND THE PLANTING PIT.
G. MULCH TOP OF ROOTBALL AND SAUCER A MAXIMUM DEPTH OF 2".
H. WATER SHRUB MASS THOROUGHLY EVEN IF IT IS RAINING. A SECOND WATERING MAY BE NECESSARY TO INSURE SATURATION OF THE ROOT BALL AND ELIMINATION OF AIR POCKETS.
6.0 PLANTING PROCEDURES FOR GROUND COVER, PERENNIALS AND ANNUALS
6.1 PLANTING GROUND COVER, PERENNIAL AND ANNUAL BEDS
A. THE PLANTING BED SHALL BE LOOSENED WHEN THE SOIL IS DRY PRIOR TO PLANTING BY TILLING. SOIL SHALL BE LOOSENED TO A DEPTH OF 4 TO 6".
B. ORGANIC MATTER SHALL BE SPREAD OVER THE BED TO A DEPTH OF 2" FOR PEAT MOSS OF 1" DEEP FOR COMPOST, I.E. NOT TO EXCEED 4 CUBIC YARDS OF COMPOST/1000 SQUARE FEET, AFTER THE SOIL HAS BEEN LOOSENED. THE ORGANIC MATTER SHALL BE WORKED INTO THE BED BY TILLING.
C. FERTILIZER SHALL BE TOP-DRESSED OVER BED AREA.
D. THE PLANT, EITHER POTTED OR BARE ROOT, SHALL BE INSTALLED SO THAT THE ROOTS ARE SURROUNDED BY OIL BELOW THE MULCH. POTTED PLANTS SHALL BE SET SO THAT THE TOP OF THE POT IS EVEN WITH THE EXISTING GRADE. THE ROOTS OF BARE ROOT PLANTS SHALL BE COVERED TO THE CROWN.
E. SPACING OF PLANTS SHALL BE INSTALLED AS NOTED ON THE LANDSCAPE PLAN.
F. THE ENTIRE BED SHALL BE MULCHED TO A MINIMUM DEPTH OF 3", WITH APPROVED MULCH.
G. THE ENTIRE PLANTING BED SHALL BE THOROUGHLY WATERED.



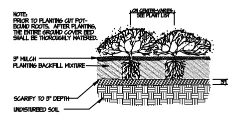
EVERGREEN TREE PLANTING DETAIL
NTS



DECIDUOUS TREE PLANTING DETAIL
FOR PLANTING MATERIAL UP TO 3" CALIPER
NTS



SHRUB PLANTING
NTS



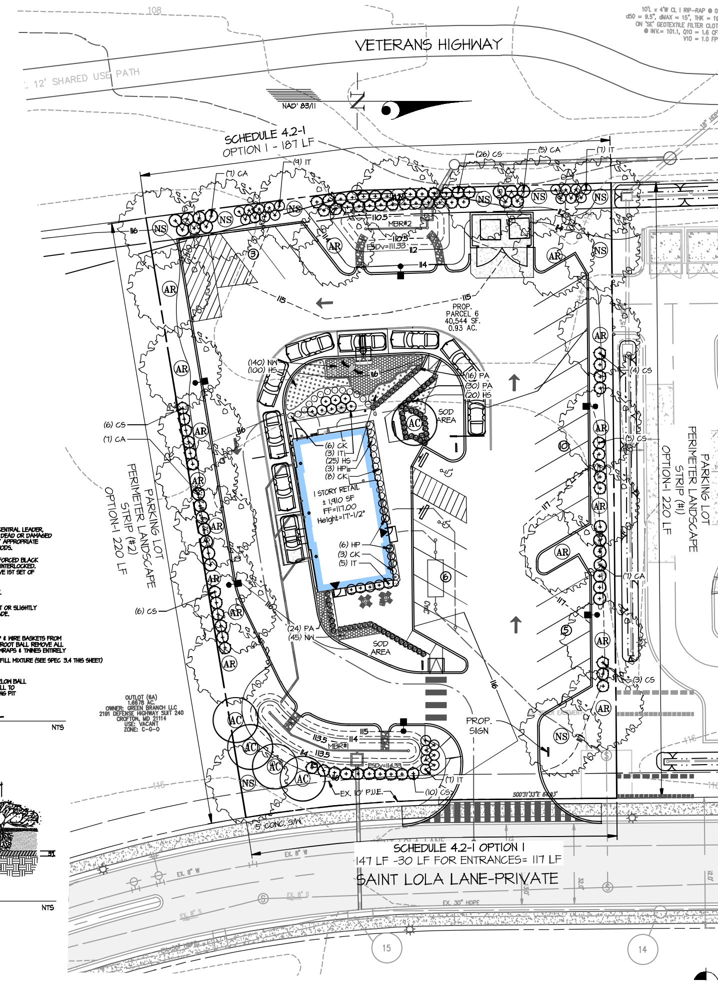
GROUNDCOVER PLANTING
NTS

GRAPHIC SCALE
1 inch = 20 ft.

Tree Canopy Coverage Schedule for Sec. 25-128

Project Name:	TCP2#:	DRD Case #:	Area (acres)
Arbys - Mill Branch Road		20003-05	
Site Calculations:	Zone 1:	C-G-O	54.09
	Zone 2:		
	Zone 3:		
	Zone 4:		
	Total Acres:		54.09
Total Acres (gross acres)	% of TCC required	TCC Required (Acres)	TCC Required in (SF)
54.09	10.0%	5.41	235616
A. TOTAL ON-SITE WC PROVIDED (acres) =	8.56	acres	372873.6
B. TOTAL AREA EXISTING TREES (non-WC acres) =	8.54	acres	372002.4
C. TOTAL SQUARE FOOTAGE IN LANDSCAPE TREES =			232815
D. TOTAL TREE CANOPY COVERAGE PROVIDED =			977691
E. TOTAL SQUARE FOOTAGE REQUIRED =			235616
			Requirement Satisfied

Credit Categories for Landscape Trees	TCC Credit per Tree Based on Size at Planting (SF)	Number of Trees	TCC Credit (SF)
Deciduous - **columnar** shade tree (50 ' or less height)	2 -1/2 - 3" = 65	57	3705
	3 - 3 1/2" = 75		0
Deciduous - **ornamental** tree (20' or less height with equal spread). Minimum planting size 7 - 9 ' in height	1-1/2 - 1-3/4"= 75	251	18825
	2 - 2 1/2" = 100	5	500
	2 -1/2 - 3" = 110		0
Deciduous - **minor shade** tree (25-50' height with equal spread or greater). Minimum planting size 8-10' in height	2 -1/2 - 3" = 160	290	46400
	3 - 3 1/2" = 175		0
Deciduous - **major shade** tree (50' and greater ht. with spread equal to or greater than ht) Minimum planting size 12 to 14' in height	2 -1/2 - 3" = 225	616	138600
	3 - 3 1/2" = 250	26	6500
Evergreen - **columnar** tree (less than 30' height with spread less than 15')	6 - 8' = 40	34	1360
	8 - 10' = 50		0
	10 - 12' = 75		0
Evergreen - **small tree** (30-40' height with spread of 15-20')	6 - 8' = 75	57	4275
	8 - 10' = 100		0
	10 - 12' = 125		0
Evergreen - **medium tree** (40-50' height with spread of 20-30')	6 - 8' = 125	34	4250
	8 - 10' = 150		0
	10 - 12' = 175		0
Evergreen - **large tree** (50' height or greater with spread of over 30')	6 - 8' = 150	56	8400
	8 - 10' = 200		0
	10 - 12' = 250		0
TOTAL NUMBER OF TREES/TCC CREDIT (SF)		1426	232815
(Manually enter information/figures into shaded areas)			
Keith Bennett - GLW, P.A.		8/13/2025	
Prepared by		Date	
		Revised June 2011	



48 Hours
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"MISS UTILITY"
Service Protection Center
MEMBER
ONE CALL SYSTEMS INTERNATIONAL
CALL TOLL FREE
1-800-257-7777

PLANT SCHEDULE

KEY	QUANTITY	BOTANICAL NAME		COMMON NAME	SIZE	CONTAINER	COMMENTS
SHADE TREES (26)							
NS	9	Nyssa sylvatica	NATIVE	Black Tupelo	2-1/2"-3" cal., 12-14' ht.	B&B	Min. 6' branching ht.
AR	17	Acer rubrum	NATIVE	Red Maple	2-1/2"-3" cal., 12-14' ht.	B&B	Min. 6' branching ht.
ORNAMENTAL TREES (5)							
AC	5	Amelanchier canadensis	NATIVE	Eastern Serviceberry	8-10' ht.	B&B	multistemmed
SHRUBS (127)							
CA	26	Callicarpa americana	NATIVE	American Beautyberry	30" - 36" ht.	Container	
CS	60	Cornus sericea 'Allemans'	NATIVE	Redosier Dogwood	30" - 36" ht.	Container	
IT	31	Itea virginica 'Little Henry'	NATIVE	Virginia Sweetspire	30" - 36" ht.	Container	
HP	9	Hydrangea paniculata 'Little Lime'		Panicle Hydrangea	24" - 30" ht.	Container	
GRASSES (90)							
CK	17	Calamagrostis x acutiflora 'Karl Foerster'		KF Feather Reed Grass	#1 container	Container	24"-30" O.C.
PA	70	Pennisetum alopecuroides 'Orientale'		Little Bunny Fountain Grass	#1 container	Container	24" O.C.
PERENNIALS/ GROUND-COVERS							
NW	185	Nepeta x faassenii 'Walker's Low'		Walker's Low Catmint	#1 container	Container	18" O.C.
HS	145	Hemerocallis Stella D'oro'		Day Lily	#1 container	Container	18" O.C.

THIS BLOCK IS FOR OFFICIAL USE ONLY
QR label certifies that this plan meets conditions of final approval by the Planning Board, it's designee or the District Council.
M-NCPPC APPROVAL
PROJECT NAME: MILL BRANCH CROSSING - ARBY'S
PROJECT NUMBER: DSP-2025-0036
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet
Revision numbers must be included in the Project Number

GLW
PLANNING | ENGINEERING | SURVEYING
3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-989-2524 | FAX: 301-421-4186

DESIGNED BY: KAB
DRAWN BY: KAB
CHECKED BY: TML

DATE	REVISION	BY	APP'R.

PREPARED FOR:
MILL BRANCH SANDWICHES LLC
3640 MARTINS DAIRY CIRCLE
OLNEY, MD 20832
ATTN: BORIS LANDER LUIS
(240)-463-1404

SCALE: 1"=20'
ZONING: CURRENT: C-G-O; PRIOR: C-S-C
DATE: MAY, 2026
TAX MAP - GRID: 055E3

LANDSCAPE PLAN & LANDSCAPE DETAILS
MILL BRANCH CROSSING - ARBY'S
PLAT 13, OUTLOT 6A
Plat Book ME270 Plat No. 9
QUEEN ANNE PLEASANT ELECTION DISTRICT No. 7 — PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 24138

L:\CADD\DRAWINGS\24138\PLANS BY GLW\SITE PLAN\24138-07 Landscape Plan & Details.dwg,
PLOTTED: 5/18/2026 6:00 PM, LAST SAVED: 5/18/2026 5:59 PM, PLOTTED BY: Chris Jeffries
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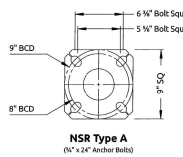
NOVA POLE — NSR4

4" Straight Round Steel



NSR Type A
(¾" x 24" Anchor Bolts)

- If supplied, the festoon box is installed at 5m height. Notify Nova Pole if different mounting height is required.
- Hand hole ring mounting height is 12" to centre and comes with (3"x5") hand hole cover
- Wind speeds (mph) in the table denote the maximum wind gust speed at the project site (i.e. gust factor included).
- Maximum EPA rating includes fixture(s) and supporting arm(s) and is for standard pole installation on concrete bases/footings.
- All poles are supplied with nut covers, shims and top plastic cap.
- Pole designs based on AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals.
- Contact Sales Team for custom sizes and/or applications.
- Specific information and details may be subject to change without notice.
- Please see *Warranty* and *Terms & Conditions.*

Call Us Today! 1.866.874.8889 **novapole.com**

NOVA POLE — 4" Straight Round Steel

CATALOGUE #		FIXTURE INFO	
PROJECT NAME		QUANTITY	
CITY		EPA (sq.ft.)	
PREPARED BY	DATE	WEIGHT (lbs)	
COMMENTS			

Catalogue #	Pole Height (ft)	Pole Weight (lbs)	Pole Type	Anchor Bolt Size	Base Plate Type	Maximum EPA (sq.ft.) 80MPH	90MPH	100MPH	110MPH
NSR410LD	10	67	LD	3/4" x 24"	A	18.0	14.0	11.0	9.0
NSR412LD	12	77	LD	3/4" x 24"	A	15.0	11.5	9.0	7.0
NSR416LD	16	98	LD	3/4" x 24"	A	10.0	7.5	5.5	4.5
NSR418LD	18	109	LD	3/4" x 24"	A	8.5	6.0	4.5	3.5
NSR420LD	20	119	LD	3/4" x 24"	A	7.0	5.0	3.5	2.5
NSR420MD	20	168	MD	3/4" x 24"	A	11.5	8.5	6.5	5.0
NSR424MD	24	199	MD	3/4" x 24"	A	8.0	5.5	4.0	2.8

Order Entry Info

HEIGHT (ft)	MOUNTING TYPE (See Note 1)	FINISH TYPE	PC COLOUR	OPTIONS (Click descriptions to view product)
10 (LD), 12 (LD), 16 (LD), 18 (LD), 20 (LD), 20 (MD), 24 (MD)	TOP TENON MOUNT: TT238 - 2 3/8" x 5" tenon; TT278 - 2 7/8" x 5" tenon; TT350 - 3 1/2" x 5" tenon. SIDE TENON MOUNT (Dimensions: 2 3/8" dia. x 5" long): ST1 - Single Head; ST2180 - 2 Heads at 180; ST290 - 2 Heads at 90; ST390 - 3 Heads at 90; ST3120 - 3 Heads at 120; ST490 - 4 Heads at 90. DRILL PATTERN: DP1 - Single Head; DP2180 - 2 Heads at 180; DP290 - 2 Heads at 90; DP390 - 3 Heads at 90; DP3120 - 3 Heads at 120; DP490 - 4 Heads at 90. N - None	PC - Powder Coated; NTPC - Nova Tuff Powder Coated (Colour Chart); GALV - Galvanized; GALVPC - Galvanized and Powder Coated; GALVNT - Galvanized and Nova Tuff Powder Coated. For PC or GALVPC, please select Colour from next column	WHT - White (RAL-9003); BLK - Black (BK50); DBZ - Dark Bronze (RAL-8019); GRY - Grey (RAL-7040); GRN - Green (RAL-6005); CC - Custom Colour (RAL-) (Additional charges may apply); N - None. For Nova Tuff, please provide RAL# under CC	☐ DUPR - 1110 Box Provision (Festoon Box); ☐ DUPRGFI - 1110 Box Provision c/w 15A 120V GFI Receptacle and Weatherproof Cover; ☒ BCP - Type 4 Plastic Base Cover; ☒ BCCS - Type 4 Cast Square Base Cover; ☒ BCCR - Type 4 Cast Round Base Cover; ☐ HHSS - Hand Hole Security System; ☒ FBA1 - Flower Basket Arm One Side (See Note 2); ☒ FBA2 - Flower Basket Arm Dual (See Note 2); ☒ BA1 - Banner Arms One Side (See Note 3); ☒ BA2 - Banner Arms Dual (See Note 3); ☐ AB - Anchor Bolts; ☐ BH - Bullhorns Select Bullhorn; ☐ N - None
Height	**Mounting**	**Finish Type**	**PC Colour**	**Options**
NSR4 Select	Select Mounting	Select Finish	Select PC Colour	

Pole Type: LD = Light Duty, MD = Medium Duty, HD = Heavy Duty **Sample Catalogue #:** NSR416LD-ST1-GALVPC-BLK-HHSS-BA1

Note 1: Please provide fixture cutsheet.
Note 2: Please provide basket weight, arm length and mounting height.
Note 3: Please provide banner size and mounting height.

Reset Order Entry Form

For more customization contact sales@novapole.com 1.866.874.8889 **novapole.com**

SATCO | NUVO

Project Name | Location | Prepared By

NUVO 62-1144R1
2 LT LED LG UP & DOWN SCONCE

Notes

General	
Status	Active
Finish	Black
Wattage	20W
Style	Utility
CCT (Kelvin)	3000K
Color Temperature	Warm White
Width (in.)	4.53
Height (in.)	11.69
Extension (in.)	4.21
Indoor or Outdoor Fixture	Outdoor
Specifications	
Technology	LED
CRI	90
Lumen Output	1800L
Rated Hours	50000
Voltage	120V/277V
Dimmable	Non-Dimmable
Photocell or Sensor	No Photocell
Weight (lb.)	2.51
Up/Down Installation	Up; Down
Fixture Material	Die-cast Aluminum
Fixture Type	Sconce
Operating Temperature	-30C (-22F) to +50C (+122F)
Dimensions	
Back Plate or Canopy Width (in.)	4.53
Back Plate or Canopy Height (in.)	4.53
Compliance	
Safety Listing	cULus - Listed
Location Rating	Wet
UL Application	Outdoor
Energy Star	Yes
ES Unique ID	ESID-2336402
DLC Approved	No
ADA Compliant	No
CA T20 / T24 Rationale	T20 Exempt - Fixtures Not Regulated
California Status	Lawful for sale in California
Title 20 / 24 Status	Lawful for sale
California Prop 65	Lead
RoHS Compliant	Yes
FCC Compliant	Yes
SDS Sheet	LED_Fixture
Additional Information	
Installation Notes	Mounts Up and Down
Warranty	5 Year Limited - Fixtures

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For More Information Visit: http://www.satco.com/

EXO OUTDOOR LIGHTING

The LitePak LNC2 Micro Strike is designed for perimeter illumination for safety, security and identity. The LNC2 achieves up to 85% energy savings over traditional lighting souces and includes Micro Strike optics for superior distribution patterns with high lumens per watt.

- Bluetooth occupancy sensor and NX wireless control options available for greater control and energy savings.
- Battery backup option for egress applications provides 1 fc average over path of egress at typical mounting heights
- Standard (down to 0°C) and cold pack (down to -30°C) battery backup options available
- Energy-efficient LED systems ranging from 10-45 watts with up to 85% energy savings over traditional sources
- Available in 3000K, 4000K and 5000K LEDs as well as Amber
- Full cut-off, neighbor friendly, optics with no uplight (U0)
- Type III and IV distributions available for a variety of application needs
- Versatile mounting options recessed box or surface conduit wiring
- Quick-mount adapter allows easy installation/maintenance
- 347V and 480V versions for industrial applications and Canada
- Optional photocontrol for additional energy savings
- Five year warranty

QS10

Current currentlighting.com/exo

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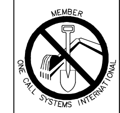
Page 1 of 2
Rev 08/18/23
HOL_LNC2_sellsheet

LEGEND

Symbol	Description
	EX. CONTOURS
	EX. BUILDING
	PROP. BUILDING
	EX. CURB
	PROP. CURB
	EX. SIDEWALK
	EX. FENCE
E	EX. ELECTRIC
G	EX. GAS
	EX. SEWER
	PROP. SEWER
	EX. WATER
	PROP. WATER
	EX. STORM DRAIN
	PROP. STORM DRAIN
LOD	PROP. LOD
OHW	EX. OVER HEAD WIRE
	PROPERTY LINE

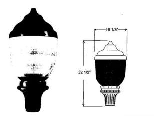
48 Hours
Before You Dig Call
"MISS UTILITY"
Service Protection Center



CALL TOLL FREE
1-800-257-7777

ANPLighting — Specifications LF0362

Project:
Fixture Type: Quantity:
Customer:



Specifications

Fitter: Fitter is durable 356 cast aluminum. All hardware provided shall be stainless steel or zinc plated steel.

Acorn Globe: Acorn Globes available in Type II & V clear refractive polycarbonate material.

Fixture Mounting: Post Mount: Post Cap with set screws. Fits 3" and 4" poles.

Drivers: Universal voltage 120-277 is standard. 0-10V dimming is standard for LED platforms.

See page 2 table for LED engine and driver specs, voltage and dimming protocols.

Electrical: Approximately 12" of pull wire extends from luminaire. Additional pull wire provided for post mount arms and wall mounts.

Finish: A polyester powder coat high quality finish is electro-statically applied and baked at 430° for exceptional durability and color retention. Products undergo an intensive five-step cleansing and pretreatment process for maximum paint adhesion.

Marine grade finish provides superior salt, humidity and UV protection. This coating withstands up to 3000 hours of continuous salt spray, comes with a 5-year warranty and is available in a textured or gloss surface.

Modifications: Consult factory for custom or modified designs.

LF0362
LED

Weight 25 lbs
EPA: 1.82

Catalog Logic: LF0362 - 12 - CLT3 - P078LD40 - T5 - 40K - PC - FIN02 - WM2141 - 72
(Luminaire Series, Cage, Lens, Light Source & Wattage, Optic, CCT, Accessories, Finial, Mounting, Finish)

Catalog Number: LF0362 ① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨

1 — See Page 3 for Style/Design: 11, 12, 13, 14, 15; 21, 22, 23, 24, 25; 31, 32, 33, 34, 35; 41, 42, 43, 44, 45

2 — CLT3 (Type III Clear Refractive Polycarbonate); CLT5 (Type V Clear Refractive Polycarbonate)

3 — P029LD4D (29w Platform; 400ma Driver); P046LD4D (46w Platform; 400ma Driver); P078LD4D (78w Platform; 400ma Driver); P117LD4D (117w Platform, 400ma Driver)

4 — T2 (Type II); T3 (Type III); T5 (Type V)

5 — 27K (2700K); 30K (3000K); 35K (3500K); 40K (4000K)

6 — HSS90 (90° House Side Shield, polished); HSS120 (120° House Side Shield, polished); PHSS90 (90° House Side/Uplight Shield, polished); PHSS120 (120° House Side/Uplight Shield, polished); *EMG-LED20HV (20w, High Voltage LED Emergency Driver, remote placement, for use with Platforms, 78w or less); HLMSPC-06 (High-Low Motion Sensor/Photocell; 15' - 30' Sensor Mounting Height); HLMSPC-10 (High-Low Motion Sensor/Photocell; 8' - 15' Sensor Mounting Height); PC (Button Photo Cell); RNR (Reinforcing Neck Ring); SP (Surge Protector, 10kA & 10kV); TLPC (Twist Lock photo cell, includes receptacle & photo cell); TL5 (5-pin Twist Lock receptacle); TL7 (7-pin Twist Lock receptacle). *For Emergency lumen output data, see Resources section at www.ANPlighting.com.

7 — See Page 3 for Style/Size: FIN02, FIN04, FIN05, FIN06, FIN10, FIN12, FIN15, FIN18, FIN28, FIN39, FIN41, FIN42, FIN48, FIN64, FIN70

8 — Post Mount Arms *See Page 4 for Style/Size: PA5151, PA5171, PA5411, PA5621, PA5651, PA6211, PA7911, PA8031, PA8521, PA8571, PA8711, PA8831. Wall Mount Arms *See Page 4 for Style/Size: WM2141, WM2211, WM3351, WM4511, WM5131, WM5161, WM5311, WM5601, WM7411, WM8011, WM8581, WM8831. Column Mount *See Page 4 for Style/Size: CM Column Mount

9 — Standard Colors / Premium Finish (color chart). Consult Factory for additional paint charges and availability.

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1-800-548-3227
ANPlighting.com

RL1-WP Series

Wet Location Remote LED Lamps

RL1-WP Series lamp heads combine the efficiency and reliability of LED illumination with rugged construction suitable for wet locations.

FEATURES AND BENEFITS

- 3 - 12VDC input
- Uses only 1 watt per lamp head
- Each lamp head contains 15 long lasting, efficient, ultra-bright white LEDs
- Rugged, injection-molded UL94 ABS flame retardant, high-temperature thermoplastic housing
- Low cost - easy installation
- Single and double head configurations available
- UL listed for wet locations
- For use with standard 4" j-box (Provided by others)
- Standard finishes: Black or Gray
- All models include mounting plate

Includes Mounting Plate

WARRANTY

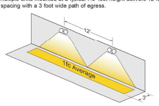
Any component that fails due to manufacturers defect is guaranteed for 3 years. The warranty does not cover physical damage, abuse or acts of God. See the full Exitronix warranty document for detailed information.

CONFORMANCE TO CODES & STANDARDS

The RL1-WP Series is UL listed and meets or exceeds the following: UL 924, N.E.C. requirements and N.F.P.A. 101.

SAMPLE PHOTOMETRICS

Using multiple units mounted at a typical 7.5' foot height delivers 12 foot on center spacing with a 3 foot wide path of egress.



ORDERING INFORMATION Example: RL1-WP-GR

Series[1]	Finish
RL1-WP = Single Remote Lamp	GR = Gray
2RL1-WP = Double Remote Lamp	BL = Black

Note
[1] For use with Tempo Pro and VEX-WPC exits and combos

Model: Date:
Accessories:
Job Name: Type:

Specifications are subject to change without notice. Installation must be performed in accordance with Barron Lighting Group installation instructions.
10800281 Rev 5 02/19

EXITRONIX emergency lighting
7885 North Glen Harbor Blvd
Glendale, Arizona 85307
800.533.3948
barronltg.com

SATCO | NUVO

Project Name | Location | Prepared By

NUVO 62-1147
1 LT LED LG UP OR DOWN SCONCE

Notes

General	
Status	Active
Finish	White
Wattage	10W
Style	Utility
CCT (Kelvin)	3000K
Color Temperature	Warm White
Width (in.)	4.53
Height (in.)	8.25
Extension (in.)	4.21
Indoor or Outdoor Fixture	Outdoor
Specifications	
Technology	LED
CRI	90
Lumen Output	900L
Rated Hours	50000
Voltage	120V/277V
Dimmable	Non-Dimmable
Photocell or Sensor	No Photocell
Weight (lb.)	2.05
Up/Down Installation	Up; Down
Fixture Material	Die-cast Aluminum
Fixture Type	Sconce
Operating Temperature	-30C (-22F) to +50C (+122F)
Dimensions	
Back Plate or Canopy Width (in.)	4.53
Back Plate or Canopy Height (in.)	4.53
Compliance	
Safety Listing	cULus - Listed
Location Rating	Wet
UL Application	Outdoor
Energy Star	Yes
ES Unique ID	ESID-2336401
DLC Approved	No
ADA Compliant	No
B.U.G. Rating	B1-U1-G0
CA T20 / T24 Rationale	T20 Exempt - Fixtures Not Regulated
California Status	Lawful for sale in California
Title 20 / 24 Status	Lawful for sale
California Prop 65	Lead
RoHS Compliant	Yes
FCC Compliant	Yes
SDS Sheet	LED_Fixture
Additional Information	
Installation Notes	Mounts Up and Down
Warranty	5 Year Limited - Fixtures

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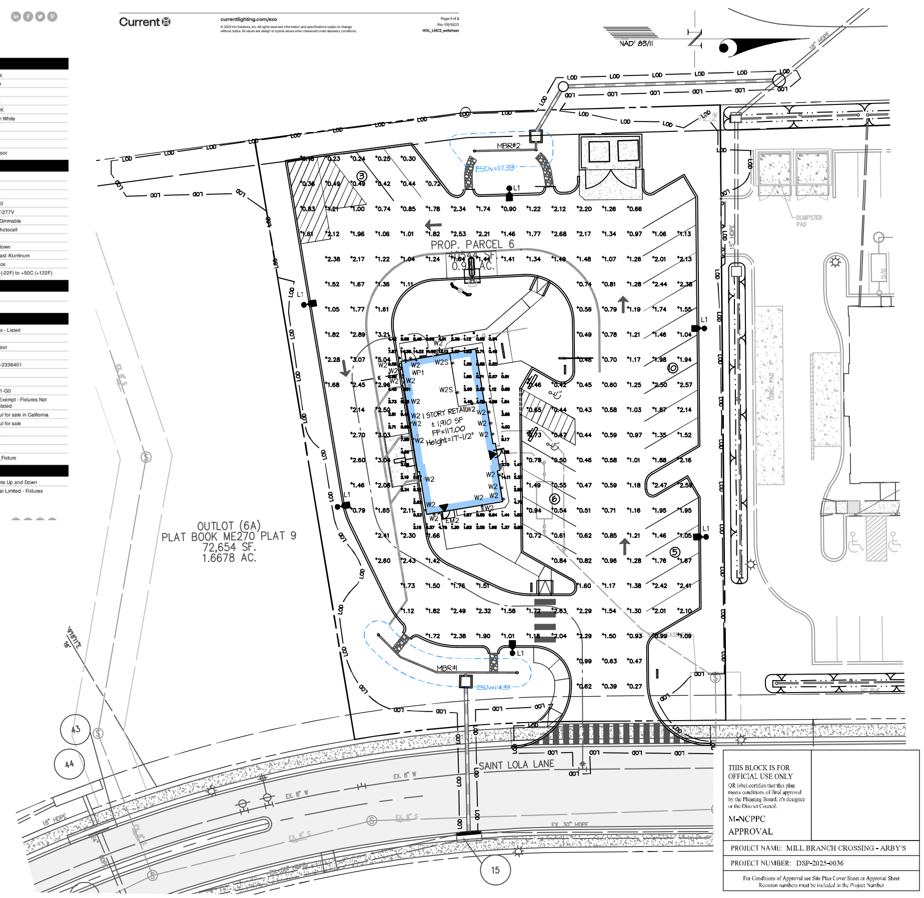
For More Information Visit:



LIGHTING DETAILS:

Luminaire Schedule

Label	Symbol	Qty	LLF	Arrangement	[MANUFAC]	Description	Arrangement Watts	Arrangement Luminaire Lumens	Mounting Height
EM2		1	0.900	Single	BARRON LIGHTING GROUP	Type EM2 ies file	1	103	9.5
L1		6	0.900	Single	ANP Lighting	LF0362CPL120W48T540K	120	11809	25
W2		23	0.900	Single	Aboveall lighting	Type W2 ies file	20.232	1624	6.583, 7.5, 12.917, 16.083
W2S		2	0.900	Single	Aboveall lighting	Typ W2S ies file	9.395	744	11.667
WP1		1	0.900	Single	Aboveall lighting	Type WP1 ies file	23.641	3370	8.5

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Grid Z
AROUND BUILDING	Illuminance	Fc	4.31	17.91	0.46	9.37	38.93	0
PARKING	Illuminance	Fc	1.43	5.04	0.18	7.94	28.00	0

GRAPHIC SCALE
20 0 10 20 40
1 inch = 20 ft.

THIS BLOCK IS FOR OFFICIAL USE ONLY
QR label certifies that this plan meets conditions of final approval by the Planning Board, it's designee or the District Council.
M-NCPPC APPROVAL

PROJECT NAME: MILL BRANCH CROSSING - ARBY'S
PROJECT NUMBER: DSP-2025-0036
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet
Revision numbers must be included in the Project Number

GLW PLANNING | ENGINEERING | SURVEYING
3909 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC&VA: 301-989-2524 | FAX: 301-421-4186

DESIGNED BY:
DRAWN BY: KAB
CHECKED BY: TML

DATE	REVISION	BY	APP'R.

PREPARED FOR:
MILL BRANCH SANDWICHES LLC
3640 MARTINS DAIRY CIRCLE
OLNEY, MD 20832
ATTN: BORIS LANDER LUIS
(240)-463-1404

SCALE 1"=20'
ZONING CURRENT: C-G-O PRIOR: C-S-C
DATE MAY, 2026
TAX MAP - GRID 055E3

LIGHTING PLAN & DETAILS
MILL BRANCH CROSSING - ARBY'S
PLAT 13, OUTLOT 6A
Plat Book ME270 Plat No. 9
QUEEN ANNE PLEASANT ELECTION DISTRICT No. 7 PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 24138
SHEET 8 OF 9

L:\CADD\DRAWINGS\24138\PLANS BY GLW\SITE PLAN\24138-08 Lighting Plan& Details.dwg, PLOTTED: 5/18/2026 5:52 PM, LAST SAVED: 5/18/2026 5:49 PM, PLOTTED BY: Chris Jeffries

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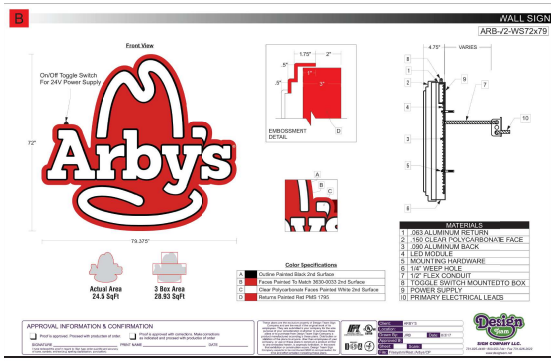

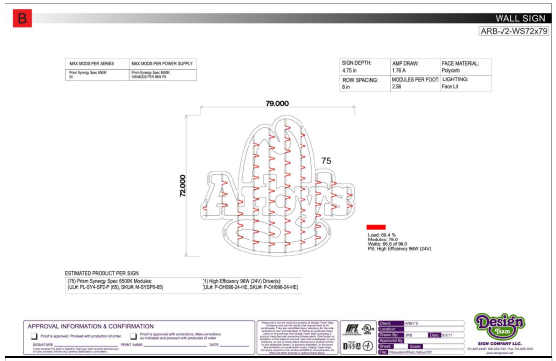

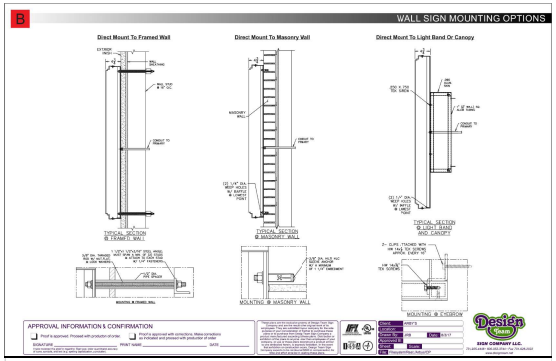

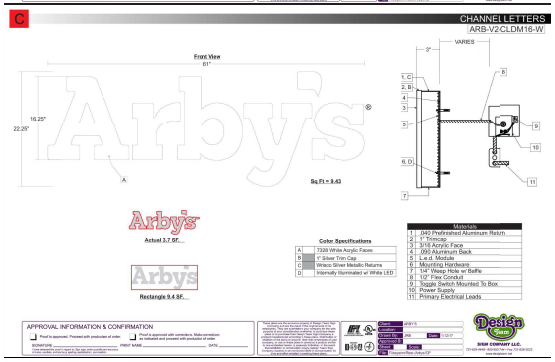

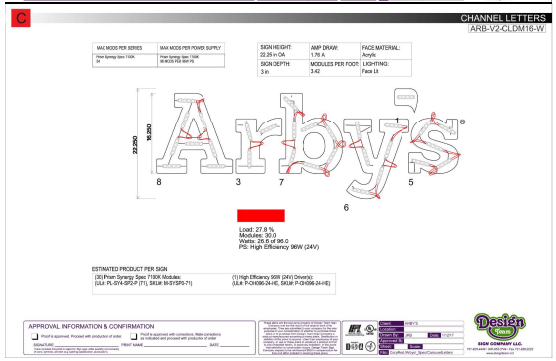

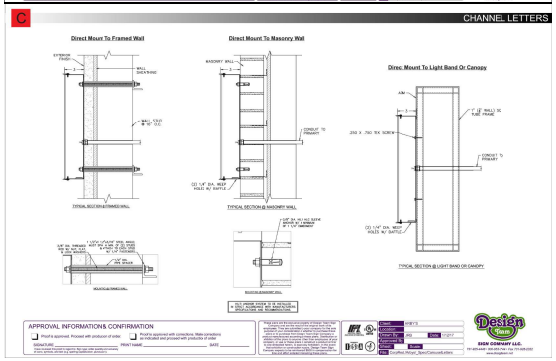

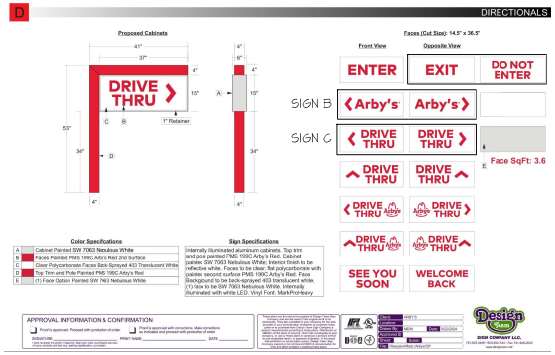

SIGNAGE ANALYSIS (Section 27-613(C)(3)(c)(i)

SIGNAGE PROVIDED

NORTH ELEVATION:	28.93 SF
SOUTH ELEVATION:	-0- SF
EAST ELEVATION:	9.4 SF
WEST ELEVATION:	9.4 SF
TOTAL SIGNAGE PROVIDED:	47.73 SF

TOTAL SIGNAGE ALLOWED = 2 X 62' – 4" = 124.66 SF

THIS BLOCK IS FOR OFFICIAL USE ONLY
OK to record this plat means acceptance of all approvals by the Planning Board, it's designee or the District Council
M-NCPPC
APPROVAL
PROJECT NAME: MILL BRANCH CROSSING - ARBY'S
PROJECT NUMBER: DSP-2025-0036
For Conditions of Approval see Site Plan Cover Sheet or Approved Sheet. Revision numbers must be included in the Project Number

GLW
PLANNING | ENGINEERING | SURVEYING
9500 NATIONAL DRIVE | SUITE 250 | BURTONSVILLE, MD 20866 | GLWPA.COM
PHONE: 301-421-4024 | BALT: 410-880-1820 | DC/MVA: 301-989-2524 | FAX: 301-421-4186

DESIGNED BY	DATE	REVISION	BY	APPR.
KAB				
DRWN BY				
KAB				
CHECKED BY				
TML				

PREPARED FOR:
MILL BRANCH SANDWICHES LLC
3640 MARTINS DAIRY CIRCLE
OLNEY, MD 20832
ATTN: BORIS LANDER LUIS
(240)-463-1404

SCALE	ZONING
1"=20'	CURRENT: C-S-C PRIOR: C-S-C
DATE	TAX MAP – GRID
MAY, 2026	055E3

ARBY'S SIGNAGE
MILL BRANCH CROSSING - ARBY'S
PLAT 13, OUTLOT 6A
Plat Book ME270 Plat No. 9
QUEEN ANNE PLEASANT ELECTION DISTRICT No. 7
PRINCE GEORGE'S COUNTY, MARYLAND

G. L. W. FILE No. 24138
SHEET 9 OF 9

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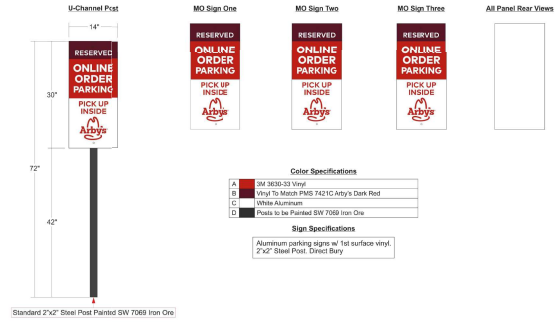
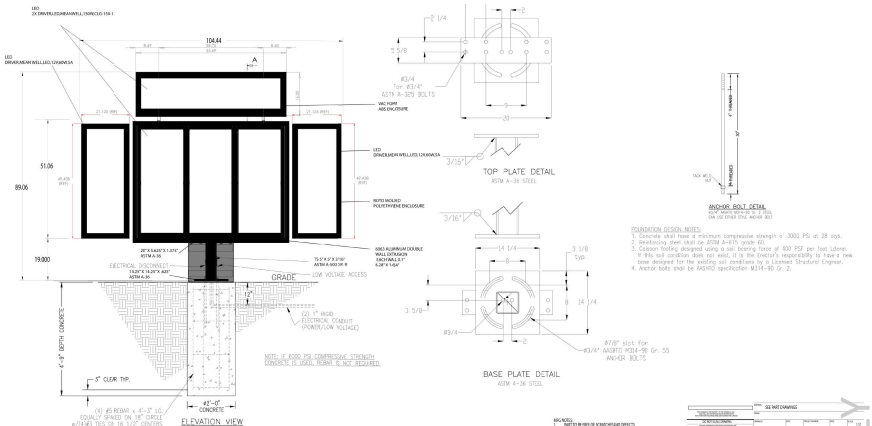


3 AS1.0 MOBILE ORDER PARKING SIGN *REFERENCE ONLY

N.T.S.



2 MENU BOARD DETAILS *REFERENCE ONLY

ALL SIGNAGE AND FINAL BRAND STANDARDS TO BE COORDINATED WITH SIGN VENDOR

REFER TO MODEL SPACE FOR MULTI ORDER POINT DRIVE THRU SITE PLAN LAYOUT REFERENCE

NOT FOR CONSTRUCTION, FOR REFERENCE ONLY

PROPRIETARY INFORMATION NOTICE:
THESE PROTOTYPICAL DOCUMENTS MAY REQUIRE REVISIONS TO CONFORM TO LOCAL STATE, AND FEDERAL CODES, ORDINANCES OR OTHER CONDITIONS. THE DESIGN CONCEPTS EMBODIED IN THESE DOCUMENTS ARE SPECIFICALLY FOR THIS PROJECT. INFORMATION CONTAINED HEREIN REMAINS THE SOLE PROPERTY OF ARBY'S RESTAURANT GROUP AND IS NOT TO BE USED, REPRODUCED OR DISCLOSED OR OTHERWISE TRANSFERRED TO OTHER PARTIES IN ANY FORM WHATSOEVER WITHOUT THE EXPRESS WRITTEN CONSENT OF ARBY'S RESTAURANT GROUP.

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ARBY'S RESTAURANT GROUP
INSPIRE 2.0 V/E
2025 V1.2.0
XXXX BLVD.
XXXX, XX

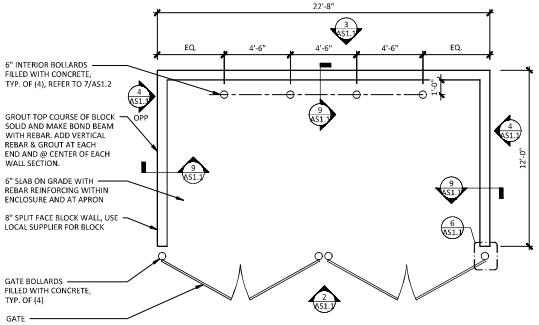
PROJECT NUMBER:
ARG672

ISSUE	DATE
2025 2.0 - SD	FEB. 21, 2025
2025 2.0 - SD1	MAR 5, 2025
2025 2.0 - SD2	APRIL 4, 2025
2025 2.0 - OR	APRIL 30, 2025
2025 2.0 - FN	JULY 1, 2025
2025 2.0 - FN	JULY 16, 2025

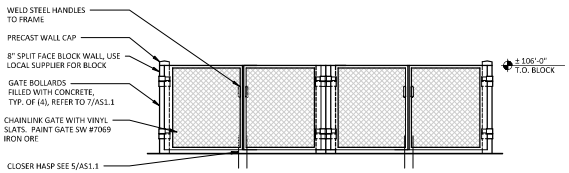
SITE DETAILS

SHEET:
AS1.0

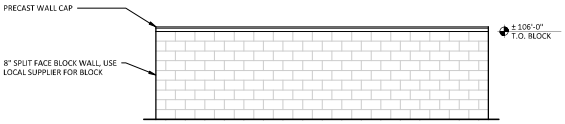
7/22/2025 1:14 PM



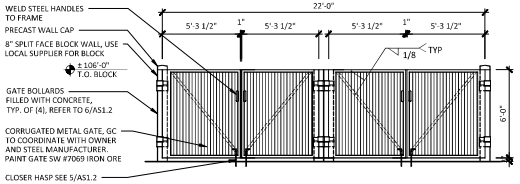
1 AS1.1 DUMPSTER PLAN
1/4" = 1'-0"



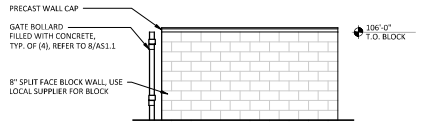
2 AS1.1 DUMPSTER ELEVATION
1/4" = 1'-0"



3 AS1.1 DUMPSTER ELEVATION
1/4" = 1'-0"



2A AS1.1 DUMPSTER ELEVATION (ALTERNATE CORRUGATED METAL GATES)
1/4" = 1'-0"

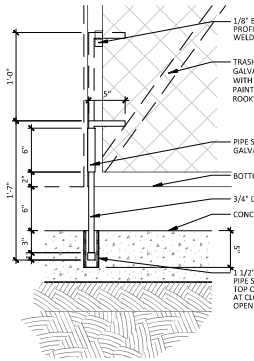


4 AS1.1 DUMPSTER ELEVATION
1/4" = 1'-0"

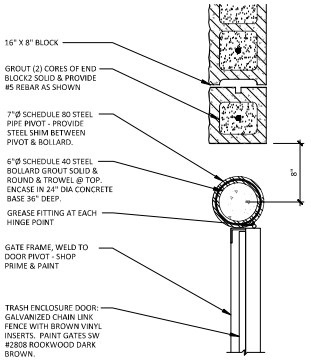
GENERAL NOTES

A. THESE ARE TYPICAL SITE DETAILS. ALL PROJECT SPECIFIC INFORMATION NEEDS TO BE COORDINATED WITH THE G.C., CIVIL ENGINEER, OWNER AND THE SOILS INVESTIGATION REPORT.

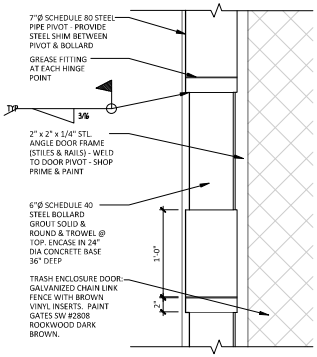
B. DUMPSTER DETAILS ARE INTENDED FOR REFERENCE ONLY. CIVIL ENGINEER TO SHOW DUMPSTER LOCATION WITH ALL NECESSARY DIMENSIONS AND DETAILS ON THEIR RESPECTIVE SHEETS.



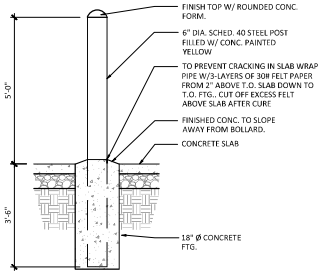
5 AS1.1 CANE BOLT DETAIL
1 1/2" = 1'-0"



6 AS1.1 POST DETAIL
1 1/2" = 1'-0"

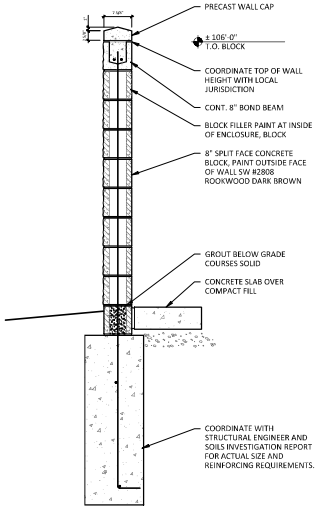


7 AS1.1 BOLLARD AND PIVOT
1 1/2" = 1'-0"

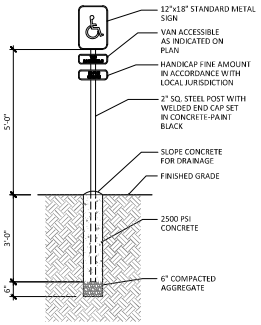


*AS NEEDED

8 AS1.1 BOLLARD DETAIL
1/2" = 1'-0"

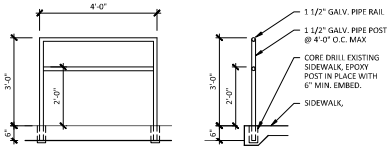


9 AS1.1 DUMPSTER WALL SECTION
1/4" = 1'-0"



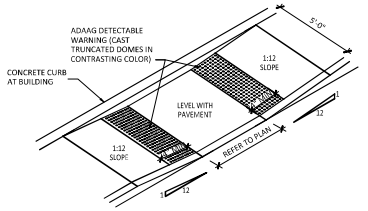
*AS NEEDED

10 AS1.1 TYP. ACC. SIGN DETAIL
1/2" = 1'-0"



*AS NEEDED

11 AS1.1 DRIVE THRU RAIL DETAIL
1/2" = 1'-0"



*REFERENCE ONLY

12 AS1.1 ADA CONCRETE CURB RAMP DETAIL
1/2" = 1'-0"

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Arby's

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ARBY'S RESTAURANT GROUP
INSPIRE 2.0 V/E
2025 V1.2.0
XXXX BLVD.
XXXX, XX

PROJECT NUMBER: ARG672

ISSUE	DATE
2025 2.0 - SD	FEB. 21, 2025
2025 2.0 - SD1	MAR 5, 2025
2025 2.0 - SD2	APRIL 4, 2025
2025 2.0 - OR	APRIL 30, 2025
2025 2.0 - FN	JULY 1, 2025
2025 2.0 - FN	JULY 16, 2025

SITE DETAILS

SHEET: AS1.1

7/16/2025 11:38 AM

GENERAL NOTES

A. THESE ARE TYPICAL SITE DETAILS. ALL PROJECT SPECIFIC INFORMATION NEEDS TO BE COORDINATED WITH THE G.C., CIVIL ENGINEER, OWNER AND THE SOILS INVESTIGATION REPORT.

B. THE MENU BOARD AND CANOPY POSTS DETAILS ARE FOR REFERENCE ONLY. SIGNAGE VENDOR SHALL PROVIDE SHOP DRAWINGS AND MAKE THEIR OWN PERMIT SUBMITTAL.

C. FOUNDATION INFORMATION SHOWN IN DETAILS IS FOR REFERENCE ONLY. G.C. TO COORDINATE FINAL SIZE WITH SIGNAGE VENDOR AND ENGINEER OF RECORD.

THE DRIVE THRU CANOPY SYSTEM IS A PRE-FABRICATED UNIT. THE CANOPY WILL BE PROVIDED BY OTHER AND INSTALLED BY THE GENERAL CONTRACTOR. THE GENERAL CONTRACTOR SHALL PROVIDE THE CONCRETE FOUNDATION. COORDINATE THE EXACT LOCATION WITH THE SITE PLAN AND STRUCTURAL DRAWINGS. THE GENERAL CONTRACTOR SHALL PROVIDE ALL REQUIRED CONDUIT FOR POWER/COMMUNICATION WIRING AND MAKE ALL FINAL CONNECTIONS TO THE CANOPY.

THESE ARE TYPICAL MENU BOARD DETAILS. THEY HAVE BEEN SUPPLIED BY ARBY'S RESTAURANT GROUP FOR INFORMATIONAL PURPOSES ONLY. THEY DO NOT TAKE THE PLACE OF SHOP DRAWINGS THAT SHOULD BE SUBMITTED BY THE CONTRACTOR/MANUFACTURER THAT IS RESPONSIBLE FOR THE SITE SPECIFIC PROJECT. ALL PROJECT SPECIFIC INFORMATION NEEDS TO BE COORDINATED WITH THE G.C., CIVIL ENGINEER, OWNER AND THE SOILS INVESTIGATION REPORT.

OUTDOOR DRIVE THRU MENU SYSTEM

NOTE: MENU BOARD SUPPLIED BY OWNER, ASSEMBLED AND INSTALLED BY G.C.

BOARD SPECIFICATIONS:

OVERALL LIGHT BOX SIZE: 21-1/8"W X 8.50"D X 49-1/4"H
OVERALL SIZE WITH BASE: 18-7/8"W (BASE) X 7'D X 72"H
SHIPPING WEIGHT: 65 LBS. (PREVIEW BOARD)
23 LBS. / 11 LBS (POLE MOUNT/BASE FOR POLE)
15 LBS. (BRACKET MOUNT)

SYSTEM BASICS:

1. THE SYSTEM IS COMPRISED OF ONE LIGHT BOX WITH THE OPTION OF MOUNTING IT THREE DIFFERENT WAYS. IT CAN BE MOUNTED AS A FREESTANDING PREVIEW BOARD WITH OPTIONAL PEDESTAL BASE AS AN APPENDAGE PREVIEW BOARD WITH AVAILABLE HARDWARE OR AS A WALL MOUNTED PREVIEW BOARD.
2. EACH SYSTEM IS DESIGNED FOR EASY TRANS-LITE REMOVAL USING TWO SEPARATE DOORS. THE PANEL OPTIONS, (TWO MINI TRANSPARENCIES OR ONE LARGE TRANSPARENCY PANEL) LIFT AND DROP INTO THE CABINET WITH EASE.
3. TRANS-LITE SIZES: FULL TRANS-LITE IS 15.75"W X 21.81"H
MINI TRANS-LITE IS 15.50"W X 10.50"W

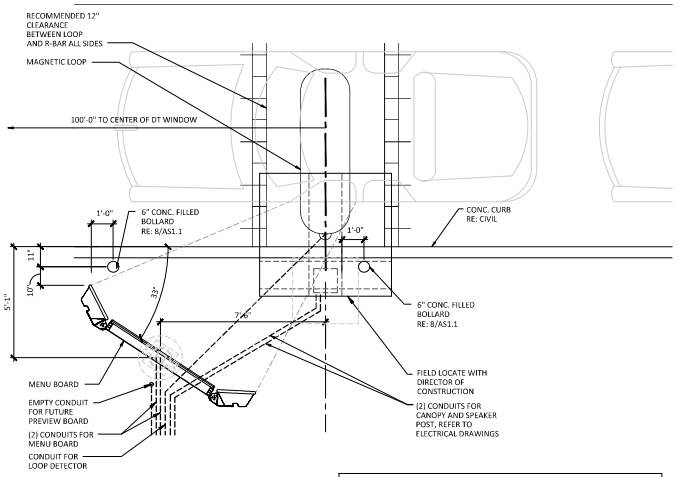
ELECTRICAL INFORMATION:

THE SYSTEM IS POWERED BY 110 VOLTS, 60 HERTZ ON A BASIC 15 AMP CIRCUIT.
BALAST REPLACEMENT: (1) POWER LIGHTING #8G3900W RAPID START 800MA 1.6 AMPS
LAMP REPLACEMENT: (2) F42T12/D/HO/42- 55 WATT FLUORESCENT

BASIC CONSTRUCTION:

LIGHT BOX: ROTO MOLDED POLYETHYLENE ENCLOSURE
DOOR: FORMED SHEET METAL POWDER PAINTED, HINGED DOWN ENTIRE LENGTH. WINDOWS ARE NON-GLARE ACRYLIC 1/8" THICK WITH ALLEN WRENCH MOUNTED SCREWS.
MENU PANEL DOOR: FABRICATED HEAT AND LIGHT RESISTANT ACRYLIC PLASTIC
ROTO-MOLDED POLYETHYLENE BASE

SEE MANUFACTURER'S INSTALLATION INSTRUCTIONS (BY HOWARD COMPANY, INC.) (ALTERNATE BY VISUAL GRAPHICS SYSTEMS INC.)



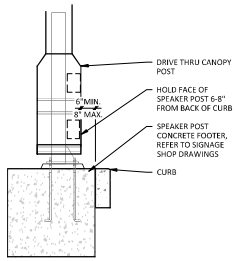
*REFERENCE ONLY

2 AS1.2 DRIVE THRU PLAN - LINEAR
3/8" = 1'-0"

NOTES:
FOLLOW FOLLOW THIS DIAGRAM IF INSTALLING ON A STRAIGHT DRIVE

CARE SHOULD BE TAKEN TO ALLOW AMPLE CLEARANCE BETWEEN THE DRIVE AND THE APPENDAGES

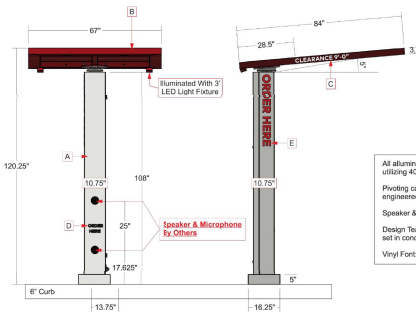
COORDINATE EXACT LOCATION OF MENU BOARDS WITH OWNER'S CONSTRUCTION REP.



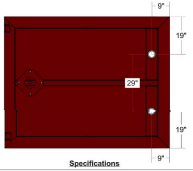
3 AS1.2 DRIVE THRU CANOPY BASE DETAIL
1/2" = 1'-0"

ALL SIGNAGE AND FINAL BRAND STANDARDS TO BE COORDINATED WITH SIGN VENDOR

Note: Top unit is designed to swing away when struck by a vehicle



Underside View Light Placement Details



Specifications

All aluminum to be 6061-76 U.N.O. Al Aluminum to aluminum welds to be 3/16" fillets all around utilizing 4043 filler U.N.O. All steel to steel weld to be 3/16" fillets all around U.N.O.

Pivoting canopy top with lockable/hinged rear access door, optimized for flat pack shipping & engineered for high snow/wind loads. Canopy to be illuminated with white LED.

Speaker & Microphone provided by customer & installed By customers electrician.

Design Team to provide anchor bolts t to be sent out early to the GC's. GC's responsible to set in concrete 3 days before Design Team is on site to install canopy

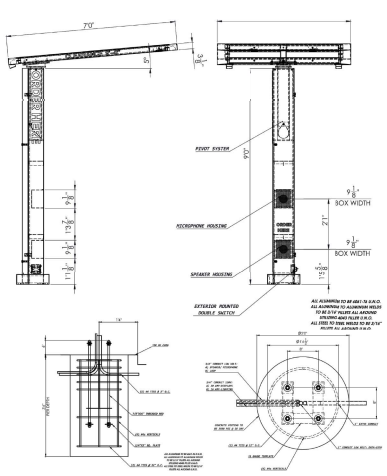
Vinyl Font: MarkProHeavy

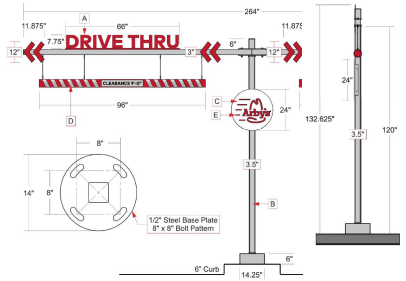
Color Specifications

A		Painted SW 7063 Nebulous White
B		Painted PMS 1795C Arby's Red 2nd Surface
C		1st Surface 3M HP White Vinyl
D		1st Surface 3M HP Black Vinyl
E		1st Surface Vinyl To Match PMS 1795C Arby's Red

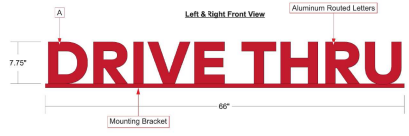
4 AS1.2 DRIVE THRU CANOPY DETAIL
1/2" = 1'-0"
*REFERENCE ONLY

Note: Top unit is designed to swing away when struck by a vehicle





Left & Right Front View



Specifications

All alluminum to be 6061-76 U.N.O. All Aluminum to aluminum welds to be 3/16" fillets all around utilizing 4043 filler U.N.O. All steel to steel weld to be 3/16" fillets all around U.N.O.

3.5" x 3.5" steel pylon w/ 3" x 3" aluminum arm, pivoting sleeve & anchor bolt cover.

Design Team to provide anchor bolts and to be sent out early to the GC's. GC's responsible to set in concrete 3 days before Design Team is on site to install canopy

Vinyl Font: MarkProHeavy

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ARBY'S RESTAURANT GROUP
INSPIRE 2.0 V/E
2025 V1.2.0
XXXX BLVD.
XXXX, XX

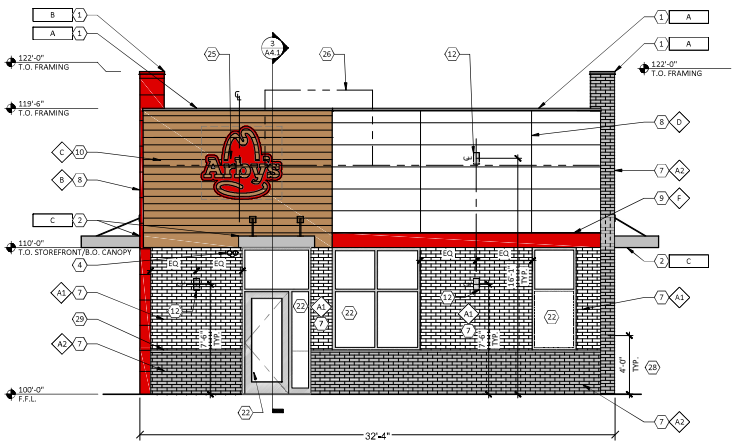
PROJECT NUMBER: ARG672

ISSUE	DATE
2025 2.0 - SD	FEB. 21, 2025
2025 2.0 - SD1	MAR 5, 2025
2025 2.0 - SD2	APRIL 4, 2025
2025 2.0 - OR	APRIL 30, 2025
2025 2.0 - FN	JULY 1, 2025
2025 2.0 - FN	JULY 16, 2025

SITE DETAILS

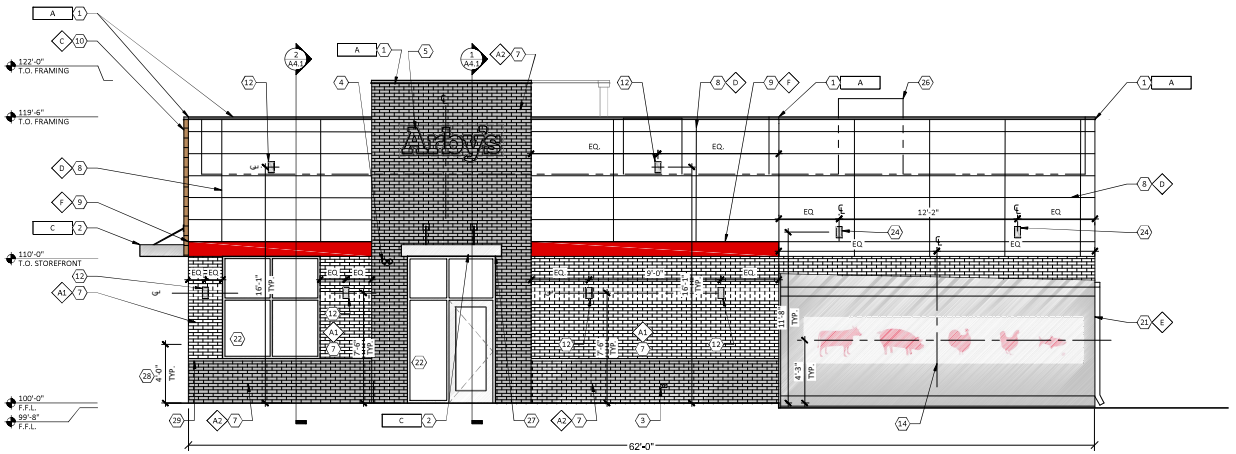
SHEET: AS1.2

7/16/2025 11:15 AM



(EAST) FRONT ELEVATION

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



NORTH ELEVATION

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

CODED NOTES

(#) (ALL CODED NOTES MAY NOT BE USED)

1. PRE-FINISHED METAL COPING.
2. PRE-FABRICATED METAL CANOPY/ACCENT BAND.
3. HOSE BIBB, REFER TO PLUMBING DRAWINGS. COORD. W/ ENGINEERS.
4. EMERGENCY LIGHTING, REFER TO ELECTRICAL.
5. ARBY'S SIGNAGE, MOUNT ON WALL PANELS. SIGNAGE BY OTHERS.
6. PAINT REAR SERVICE DOOR AND FRAME.
7. DRYVIT WITH SPECIALITY EIFS BRICK FINISH
8. DRYVIT EIFS WITH V-GROOVE HORIZONTAL SPACING AT 18". ALIGN VERTICAL GROOVE WITH EDGE OF STOREFRONT BELOW.
9. PAINTED RED BAND
10. DRYVIT EIFS SPECIALITY WOODGRAIN
11. DRIVE THRU WINDOW. PROVIDE STAINLESS STEEL SILL.
12. WALL MOUNTED UP/DOWN LIGHT FIXTURE. CENTER ON FACADE BELOW
13. 6" CONC. FILLED STEEL PIPE BOLLARD.
14. GC TO INSTALL 3M VINYL GRAPHIC ON WIB FREEZER/COOLER. GC TO COORDINATE WITH INSPIRE DESIGN TEAM. COLOR TO MATCH SHERWIN WILLIAMS - STOCK ILLUMINATION LAVA.
15. ROOF LADDER, PAINT PER SCHEDULE
16. EXTERIOR LIGHT FIXTURE CENTER ABOVE SERVICE DOOR
17. ELECTRICAL EQUIPMENT, PAINT PER SCHEDULE.
18. GAS METER. REFER TO MEP DRAWINGS FOR EXACT LOCATION. PAINT TO MATCH WALL PANELS. COORD. W/ ENGINEERS.
19. GREASE OUTLET. COORD. W/ ENGINEERS.
20. CO2 HOOKUP. COORD. W/ ENGINEERS.
21. PRE-FINISHED COOLER/FREEZER BY MANUFACTURER.
22. ALUMINUM STOREFRONT WITH BRONZE FRAME.
23. PREFABRICATED SCUPPER BOX. MATCH COLOR TO ADJACENT WALL COLOR. REFER TO DETAIL 6/A1.2
24. WALL MOUNTED UP LIGHT FIXTURE. CENTER ON STOREFRONT/FACADE BELOW
25. ARBY'S HAT SIGNAGE MOUNT PROVIDE IN WALL BLOCKING AT ANCHORAGE LOCATIONS. REFER TO SIGNAGE VENDORS DRAWINGS.
26. MECHANICAL EQUIPMENT BEYOND - SEE MECHANICAL DRAWINGS
27. PAINT UNDERSIDE OF EIFS BULKHEAD ABOVE STOREFRONT ENTRY AND DOOR.
28. EIFS TO BE HIGH IMPACT RATED TO 4'-0" AFF AROUND THE BASE OF BUILDING
29. EIFS 2 X 2 TRIM PEICE TO BE INSTALLED AT FINISH TRANSITION

FINISH SCHEDULE

MARK	MANUFACTURER	DESCRIPTION	NOTES
FINISHES			
A1	DRYVIT	OUTSULATION PLUS MD EIFS W/ CUSTOM BRICK SPECIALTY FINISH, NEW YORK STYLE TEMPLATE, 3/8 " GROUT	GROUT LAYER: ARBY16 10095 (COTTON) TEXTURE: NCB BASE COAT BRICK LAYER: ARBY16 10205 (COTTON) TEXTURE: QUARZPUTZ-TROWEL VERT.
A2	DRYVIT	OUTSULATION PLUS MD EIFS W/ CUSTOM BRICK SPECIALTY FINISH, NEW YORK STYLE TEMPLATE, 3/ 8" GROUT WITH 2 X 2 HORIZONTAL TRIM TRANSITION	GROUT LAYER: ARBY18 10095 (GRIEGE) TEXTURE: NCB BASE COAT BRICK LAYER: ARBY19 10205 (MIDNIGHT) TEXTURE: QUARZPUTZ-TROWEL VERT. 2 X 2 HORIZONTAL TRANSITION TRIM COLOR: ARBY19 10225(MIDNIGHT) TEXTURE: SANDPEBBLE FINE
B	DRYVIT	OUTSULATION PLUS MD EIFS W/ V-GROOVE REVEALS	COLOR: ARBY 20 10225 (LAVA) TEXTURE: SANDPEBBLE FINE
C	DRYVIT	OUTSULATION PLUS MD EIFS W/ WOODGRAIN SPECIALTY FINISH	COLOR: CEDAR (BROWN) TEXTURE: STRAIGHT GRAIN (NO KNOTS)
D	DRYVIT	OUTSULATION PLUS MD EIFS W/ V-GROOVE REVEALS	COLOR: ARBY 16 10225 (COTTON) TEXTURE: SANDPEBBLE FINE
E	RAL COATINGS	RAL 7022	SATIN: RNS3-20001 HIGH GLOSS: RNS8-00008
F	SHERWIN WILLIAMS	SW #CUSTOM STOCK ILLUMINATION LAVA	CCEXCOLORANT: 02 32 64 128 R4-NEW RED: 2 31 1 1
G	SHERWIN WILLIAMS	SW #7069 IRON ORE	---
H	SHERWIN WILLIAMS	SW #7005 PURE WHITE	SATIN FINISH
METALS			
A	EXCEPTIONAL METALS/ DURO-LAST	TWO-PIECE SNAP-ON METAL COPING COAL BLACK/ DURO-LAST #SR.70/TE.87	FOR USE WITH DURO-LAST ROOFING SYSTEM DETAIL FA3110
B	EXCEPTIONAL METALS/ DURO-LAST	TWO-PIECE SNAP-ON METAL COPING COLOR TBD/ DURO-LAST #SR.70/TE.87	FOR USE WITH DURO-LAST ROOFING SYSTEM DETAIL FA3110
C	PRE-FABRICATED CANOPY	PRODUCT CODE: PROVIDED BY G.C. PRODUCT NAME: PROVIDED BY G.C.	COLOR: STOCK BLACK, MANUFACTURED FINISH

1. PAINT ALL EXPOSED METERS, SERVICE ENTRANCES, GAS PIPE, ROOF ACCESS LADDER, ETC. TO MATCH ADJACENT EXTERIOR WALL SURFACE.
2. PROVIDE TEMPORARY MASKING OF EXPOSED STAINLESS STEEL DURING ACID WASHING OF MASONRY.
3. MAKE SURE THAT WALL WEEPS AND FLASHING ARE INSTALLED CORRECTLY. DO NOT BLOCK WEEPS.
4. REFER TO SHEET A8.2 FOR TEMPERED GLASS LOCATIONS.
5. ALUMINUM STOREFRONT TO BE DARK BRONZE.
6. ALL GLAZING TO BE 1" INSULATED GLAZING.
7. BASIS OF DESIGN FOR THE EIFS WALL SYSTEM IS DRYVIT OUTSULATION PLUS MD. EIFS WALL SYSTEM IS 2" THICK UNLESS NOTED OTHERWISE. INSTALL EIFS PRODUCT IN STRICT ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS AND DETAILS.
8. SIGNAGE IS SHOWN FOR REFERENCE ONLY. FINAL SIZE, LOCATION AND QUANTITY TO BE DETERMINED BY SIGNAGE VENDOR. SIGNAGE VENDER SHALL PERMIT ALL SIGNS UNDER SEPARATE COVER.
9. REFER TO ELECTRICAL DRAWINGS FOR EXTERIOR LIGHTING SPECIFICATIONS.
10. PAINT ALL EXPOSED BRICK LINTELS TO MATCH STOREFRONT.
11. ALL WALL MOUTED LIGHT FIXTURES TO BE SET IN CONTINUOUS BED OF CAULK AND THEN SHALL BE SEALED TO WALL WITH SEPARATE BEAD OF CAULK. CAULK TO MATCH ADJACENT SURFACE.
12. EXPOSED EIFS EDGE BELOW ACCENT BAND TO MATCH METAL TRIM.

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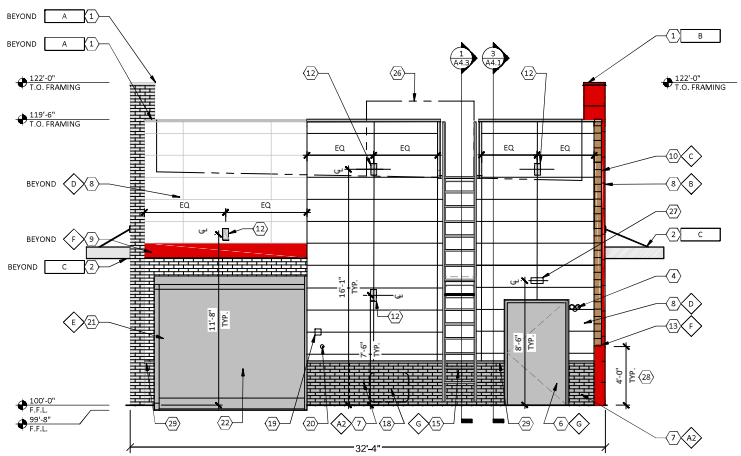
INSPIRE 2.0 V/E
2025 V1.2.0
XXXX BLVD.
XXXX, XX

PROJECT NUMBER: ARG672

ISSUE	DATE
2025 2.0 - SD	FEB. 21, 2025
2025 2.0 - SD1	MAR 5, 2025
2025 2.0 - SD2	APRIL 4, 2025
2025 2.0 - DR	APRIL 30, 2025
2025 2.0 - FN	JULY 1, 2025
2025 2.0 - FN	JULY 16, 2025

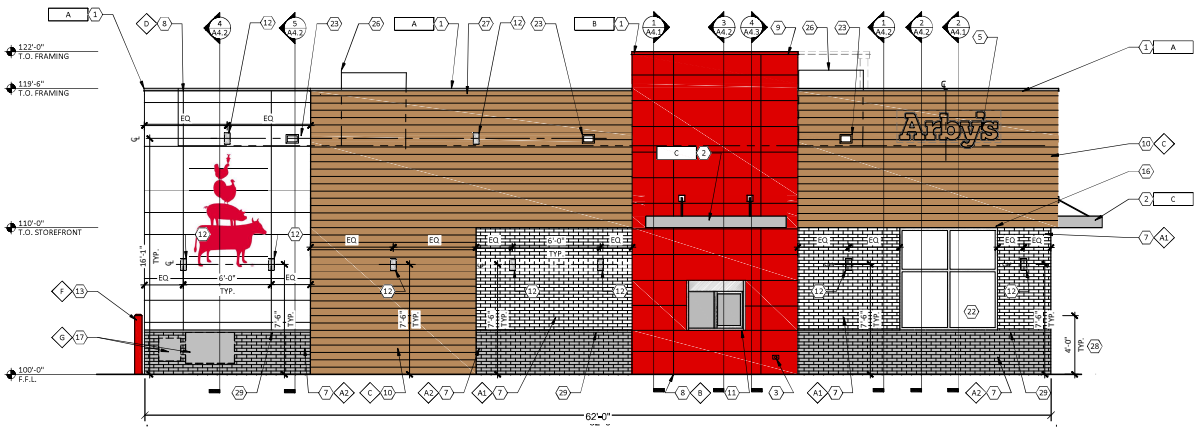
EXTERIOR ELEVATIONS

SHEET: A2.1



WEST (REAR) ELEVATION

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



(SOUTH) DRIVE-THRU ELEVATION

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

CODED NOTES

(ALL CODED NOTES MAY NOT BE USED)

1. PRE-FINISHED METAL COPING.
2. PRE-FABRICATED METAL CANOPY/ACCENT BAND.
3. HOSE BIBB, REFER TO PLUMBING DRAWINGS. COORD. W/ ENGINEERS.
4. EMERGENCY LIGHTING, REFER TO ELECTRICAL.
5. ARBY'S SIGNAGE, MOUNT ON WALL PANELS. SIGNAGE BY OTHERS.
6. PAINT REAR SERVICE DOOR AND FRAME.
7. DRYVIT WITH SPECIALITY EIFS BRICK FINISH
8. DRYVIT EIFS WITH V-GROOVE HORIZONTAL SPACING AT 18". ALIGN VERTICAL GROOVE WITH EDGE OF STOREFRONT BELOW.
9. PAINTED RED BAND
10. DRYVIT EIFS SPECIALITY WOODGRAIN
11. DRIVE THRU WINDOW. PROVIDE STAINLESS STEEL SILL.
12. WALL MOUNTED UP/DOWN LIGHT FIXTURE. CENTER ON FACADE BELOW
13. 6" CONC. FILLED STEEL PIPE BOLLARD.
14. GC TO INSTALL 3M VINYL GRAPHIC ON WIB FREEZER/COOLER. GC TO COORDINATE WITH INSPIRE DESIGN TEAM. COLOR TO MATCH SHERWIN WILLIAMS - STOCK ILLUMINATION LAVA.
15. ROOF LADDER, PAINT PER SCHEDULE
16. EXTERIOR LIGHT FIXTURE CENTER ABOVE SERVICE DOOR
17. ELECTRICAL EQUIPMENT, PAINT PER SCHEDULE.
18. GAS METER. REFER TO MEP DRAWINGS FOR EXACT LOCATION. PAINT TO MATCH WALL PANELS. COORD. W/ ENGINEERS.
19. GREASE OUTLET. COORD. W/ ENGINEERS.
20. CO2 HOOKUP. COORD. W/ ENGINEERS.
21. PRE-FINISHED COOLER/FREEZER BY MANUFACTURER.
22. ALUMINUM STOREFRONT WITH BRONZE FRAME.
23. PREFABRICATED SCUPPER BOX. MATCH COLOR TO ADJACENT WALL COLOR. REFER TO DETAIL 6/A1.2
24. WALL MOUNTED UP LIGHT FIXTURE. CENTER ON STOREFRONT/FACADE BELOW
25. ARBY'S HAT SIGNAGE MOUNT PROVIDE IN WALL BLOCKING AT ANCHORAGE LOCATIONS. REFER TO SIGNAGE VENDORS DRAWINGS.
26. MECHANICAL EQUIPMENT BEYOND - SEE MECHANICAL DRAWINGS
27. PAINT UNDERSIDE OF EIFS BULKHEAD ABOVE STOREFRONT ENTRY AND DOOR.
28. EIFS TO BE HIGH IMPACT RATED TO 4'-0" AFF AROUND THE BASE OF BUILDING
29. EIFS 2 X 2 TRIM PEICE TO BE INSTALLED AT FINISH TRANSITION

FINISH SCHEDULE

MARK	MANUFACTURER	DESCRIPTION	NOTES
FINISHES			
A1	DRYVIT	OUTSULATION PLUS MD EIFS W/ CUSTOM BRICK SPECIALTY FINISH, NEW YORK STYLE TEMPLATE, 3/8 " GROUT	GROUT LAYER: ARBY16 10095 (COTTON) TEXTURE: NCB BASE COAT BRICK LAYER: ARBY16 10205 (COTTON) TEXTURE: QUARZPUTZ-TROWEL VERT.
A3	DRYVIT	OUTSULATION PLUS MD EIFS W/ CUSTOM BRICK SPECIALTY FINISH, NEW YORK STYLE TEMPLATE, 3/ 8" GROUT WITH 2 X 2 HORIZONTAL TRIM TRANSITION	GROUT LAYER: ARBY18 10095 (GRIEGE) TEXTURE: NCB BASE COAT BRICK LAYER: ARBY19 10205 (MIDNIGHT) TEXTURE: QUARZPUTZ TROWEL VERT. 2 X 2 HORIZONTAL TRANSITION TRIM COLOR: ARBY19 10225(MIDNIGHT) TEXTURE: SANDPEBBLE FINE
B	DRYVIT	OUTSULATION PLUS MD EIFS W/ V-GROOVE REVEALS	COLOR: ARBY 20 10225 (LAVA) TEXTURE: SANDPEBBLE FINE
C	DRYVIT	OUTSULATION PLUS MD EIFS W/ WOODGRAIN SPECIALTY FINISH	COLOR: CEDAR (BROWN) TEXTURE: STRAIGHT GRAIN (NO KNOTS)
D	DRYVIT	OUTSULATION PLUS MD EIFS W/ V-GROOVE REVEALS	COLOR: ARBY 16 10225 (COTTON) TEXTURE: SANDPEBBLE FINE
E	RAL COATINGS	RAL 7022	SATIN: RNS3-20001 HIGH GLOSS: RNS8-00008
F	SHERWIN WILLIAMS	SW #CUSTOM STOCK ILLUMINATION LAVA	CCEXCOLORANT: 02 32 64 128 R4-NEW RED: 2 31 1 1
G	SHERWIN WILLIAMS	SW #7069 IRON ORE	---
H	SHERWIN WILLIAMS	SW #7005 PURE WHITE	SATIN FINISH
METALS			
A	EXCEPTIONAL METALS/ DURO-LAST	TWO PIECE SNAP-ON METAL COPING COAL BLACK/ DURO-LAST #SR.70/TE.87	FOR USE WITH DURO-LAST ROOFING SYSTEM DETAIL FA3110
B	EXCEPTIONAL METALS/ DURO-LAST	TWO-PIECE SNAP-ON METAL COPING COLOR TBD/ DURO-LAST #SR.70/TE.87	FOR USE WITH DURO-LAST ROOFING SYSTEM DETAIL FA3110
C	PRE-FABRICATED CANOPY	PRODUCT CODE: PROVIDED BY G.C. PRODUCT NAME: PROVIDED BY G.C.	COLOR: STOCK BLACK, MANUFACTURED FINISH

1. PAINT ALL EXPOSED METERS, SERVICE ENTRANCES, GAS PIPE, ROOF ACCESS LADDER, ETC. TO MATCH ADJACENT EXTERIOR WALL SURFACE.
2. PROVIDE TEMPORARY MASKING OF EXPOSED STAINLESS STEEL DURING ACID WASHING OF MASONRY.
3. MAKE SURE THAT WALL WEEPS AND FLASHING ARE INSTALLED CORRECTLY. DO NOT BLOCK WEEPS.
4. REFER TO SHEET A8.2 FOR TEMPERED GLASS LOCATIONS.
5. ALUMINUM STOREFRONT TO BE DARK BRONZE.
6. ALL GLAZING TO BE 1" INSULATED GLAZING.
7. BASIS OF DESIGN FOR THE EIFS WALL SYSTEM IS DRYVIT OUTSULATION PLUS MD. EIFS WALL SYSTEM IS 2" THICK UNLESS NOTED OTHERWISE. INSTALL EIFS PRODUCT IN STRICT ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS AND DETAILS.
8. SIGNAGE IS SHOWN FOR REFERENCE ONLY. FINAL SIZE, LOCATION AND QUANTITY TO BE DETERMINED BY SIGNAGE VENDOR. SIGNAGE VENDER SHALL PERMIT ALL SIGNS UNDER SEPARATE COVER.
9. REFER TO ELECTRICAL DRAWINGS FOR EXTERIOR LIGHTING SPECIFICATIONS.
10. PAINT ALL EXPOSED BRICK LINTELS TO MATCH STOREFRONT.
11. ALL WALL MOUTED LIGHT FIXTURES TO BE SET IN CONTINUOUS BED OF CAULK AND THEN SHALL BE SEALED TO WALL WITH SEPARATE BEAD OF CAULK. CAULK TO MATCH ADJACENT SURFACE.
12. EXPOSED EIFS EDGE BELOW ACCENT BAND TO MATCH METAL TRIM.

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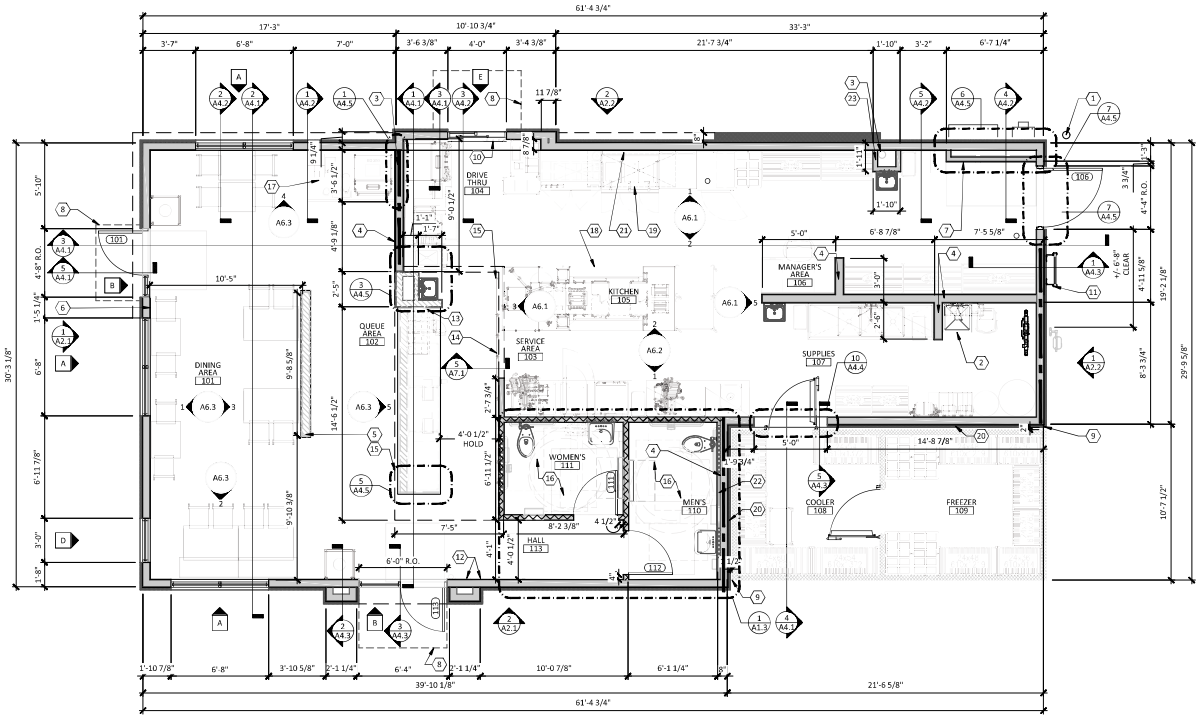
EXTERIOR ELEVATIONS

SHEET:

A2.2



ARCHITECTURAL FLOOR PLAN

1/4" = 1'-0"

OWNER FURNISHED ITEM LIST

THE FOLLOWING ITEMS MAY OR MAY NOT BE SUPPLIED BY THE OWNER/FRANCHISEE. G.C. IS TO CONFIRM WITH OWNER THAT THESE ITEMS ARE BEING SUPPLIED AND/OR INSTALLED BY OWNER. PLEASE CONTACT OWNER IF YOU HAVE ANY QUESTIONS ABOUT THIS LIST. ON SHEET SP-1 IN THE ARCHITECTURAL SPECIFICATIONS THERE IS ALSO A LIST THAT OUTLINES SEVERAL OWNER SUPPLIED ITEMS THAT ARE INCLUDED IN THIS LIST, THE SAME INSTRUCTIONS APPLY TO THAT LIST.

A. DRIVE-THRU WINDOW
B. DRIVE-THRU MUSIC SYSTEM
C. HVAC UNITS
D. KITCHEN EQUIPMENT
E. SMALLWARES
F. REGISTERS
G. HOOD SYSTEM
H. BULK CO2
I. DRINK SYSTEM
J. DRINK EQUIPMENT INSTALLATION
K. INTERIOR MENU BOARD
L. EXTERIOR MENU BOARD
M. MENU BOARD CANOPY
N. CANOPIES/ACCENT BAND
O. LIGHTING
P. FURNITURE
Q. INTERIOR FINISHES
a. WALL COVERINGS
b. FLOORING
Q. MAX. OCCUPANCY SIGNAGE
R. CUSTOMER BELL
S. STORE SIGNAGE
T. LOT LIGHTING
U. FIRE EXTINGUISHERS

CODED NOTES (#)

1. 6" Ø STEEL BOLLARD, CENTER ON FACE OF BUILDING, REFER TO DETAIL 9/AS1.2.
2. MOP SINK, REFER TO PLUMBING DRAWINGS.
3. INTERIOR ROOF DRAIN IN WALL, REFER TO PLUMBING DRAWINGS.
4. 2x6 WD. STUD WALL @ 16" O.C.
5. REFER TO INTERIOR ELEVATIONS FOR ELEVATIONS OF PARTIAL HEIGHT WALLS. INSTALL UNI-STRUT AT EACH END AND 4'-0" O.C. MAX. REFER TO DETAIL 6/A0.1.
6. INSTALL MAXIMUM OCCUPANCY SIGNAGE (WHERE REQUIRED). SIGNAGE SHALL BE INSTALLED AT 60" A.F.F. THE G.C. IS TO VERIFY THE SIZE, QUANTITY AND LOCATION(S) OF SIGNAGE WITH LOCAL FIRE MARSHAL PRIOR TO INSTALLATION. (G.C. TO CONFIRM WITH OWNER THAT THIS ITEM IS TO BE PROVIDED BY OWNER.)
7. 2x4 FURRED OUT WALL AT ELECTRIC PANELS. REFER TO ELECTRICAL DRAWINGS.
8. LINE OF CANOPY ABOVE. REFER TO STRUCTURAL AND SIGN VENDOR SHOP DRAWINGS
9. STAINLESS STEEL CLOSURE PIECE PROVIDED BY COOLER MANUFACTURER. INSTALLED BY G.C. CAULK TO ADJACENT SURFACE.
10. INSTALL OWNER FURNISHED DRIVE-THRU WINDOW, REFER TO EQUIPMENT PLAN AND SCHEDULE.
11. ROOF ACCESS LADDER.
12. INSTALL OWNER FURNISHED "CUSTOMER BELL" AT 48" A.F.F. MAX AND COMMUNITY FOUNDATION BOARD
13. COORDINATE THE LOCATION OF THE SECURING BOLTS FOR THE SAFE WITH THE MANUFACTURER'S REQUIREMENTS.
14. MENU BOARD ABOVE, REFER TO REFLECTED CEILING PLAN.
15. LINE OF SOFFIT ABOVE, REFER TO REFLECTED CEILING PLAN.
16. FOR RESTROOM BLOCKING, REFER TO SHEET A1.3
17. SELF SERVE DRINK STATION AND CONDIMENT BAR. TOP OF COUNTER TO BE SET AT 34" A.F.F. MAX. REFER TO ELECTRICAL AND PLUMBING DRAWINGS.
18. PRODUCTION COUNTER. REFER TO ELECTRICAL DRAWINGS.
19. HOOD ABOVE, REFER TO MECHANICAL DRAWINGS.
20. DO NOT INSTALL WALL PANELS BEHIND COOLER, PROVIDE 1" RIGID INSULATION ON WALL BEHIND COOLER. HOLD COOLER OFF INSULATION 2"
21. PROVIDE STAINLESS STEEL SHEET OVER 1/2" CEMENT BOARD ON WOOD STUD FRAMING BEHIND HOOD. EXTEND MIN. 18" BEYOND EDGE OF HOOD IN BOTH DIRECTIONS, FROM SLAB TO T.O. WALL.
22. FURRED OUT EXTERIOR WALL WITH 2x4 WOOD STUDS FOR WATER PIPING.

SYMBOL LEGEND

(#)	FLOOR PLAN CODED NOTE (SEE SCHEDULE ON THIS SHEET)
(###)	DOOR TAG (SEE SCHEDULE ON SHEET A8.1)
X	WINDOW TAG (SEE ELEVATIONS ON SHEET A8.2)

WALL LEGEND

	WALL/PARTITION
	WALL WITH SOUND BATT
	SHEAR WALL
	PARTIAL HEIGHT WALL

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ARCHITECTURAL FLOOR PLAN

SHEET: A1.1

7/16/2025 9:27 AM

Additional Back-up

For

DSP-2025-0036
Mill Branch Crossing

Ford, Ronda

From: Edward C. Gibbs, Jr. <egibbs@gibbshaller.com>
Sent: Tuesday, June 23, 2026 11:15 AM
To: PPD-PGCPB
Cc: Garland, Hyojung; Cofield, Dexter
Subject: DSP-2025-0036/Arby's/Mill Branch Crossing
Attachments: Okoye2.docx

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Staff,

Please accept the letter attached hereto for inclusion in the record of DSP-2025-0036. This case will be heard by the Planning Board on June 25, 2026.

Ed Gibbs

Edward C. Gibbs, Jr., Esquire
Gibbs and Haller
1300 Caraway Court, Suite 102
Largo, Maryland 20774
(301) 306-0033
(301) 306-0037 (Fax)

GIBBS and HALLER
ATTORNEYS AT LAW
1300 CARAWAY COURT, SUITE 102
LARGO, MARYLAND 20774
(301)306-0033
FAX (301) 306-0037
www.gibbshaller.com

EDWARD C. GIBBS, JR.
THOMAS H. HALLER

June 23, 2026

The Honorable Billy Okoye
Vice Chairman
Prince George's County Planning
Board of The Maryland-National Capital
Park and Planning Commission
1616 McCormick Drive
Largo, Maryland 20774

RE: Arby's at Mill Branch Crossing/DSP-2025-0036

Dear Vice Chairman Okoye:

I represent Mill Branch Sandwiches, LLC, the applicant in the referenced Detailed Site Plan application. I also represent Green Branch LLC, the Owner and master developer of Mill Branch Crossing, a mixed use development project located generally in the northeast quadrant of the intersection of U.S. Route 301 and Mill Branch Road in Bowie, Maryland. Mill Branch Sandwiches, LLC, as applicant, has filed the referenced Detailed Site Plan seeking approval to construct and operate a 1,910 square foot eating and drinking establishment with drive-thru service within Mill Branch Crossing. My client appreciates the staff's recommendation of approval as set forth in its Staff Report. The approval recommendation is subject to a single condition with six subparts. We have the following concerns about certain of the subparts contained within Condition 1.

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

a. Label the location of online ordering parking spaces on the plans.

RESPONSE: We request that this condition be deleted. Not

all eating and drinking establishments with drive-thrus specifically allocate spaces for online order pickup. This Arby's restaurant will not have allocated online pickup spaces. Rather, an online order may be picked either by driving through the drive-thru lane or parking in one of the normal parking space and walking inside.

b. Provide details for the proposed outdoor table and seating.

RESPONSE: The applicant has no objection to this Condition.

c. Label the remainder of Outlot 6A as a new outlot, to be platted along with proposed Parcel 6.

RESPONSE: The balance of Outlot 6A will be utilized for the next Detailed Site Plan to be filed at Mill Branch Crossing. That is an Aldi grocery store which will use all of Outlot 5 and part of Outlot 4 and Outlot 6. If the Arby's site proceeds to Record Plat prior to the Aldi grocery store site, then this condition does not create an issue. However, if for some reason the Aldi grocery store Detailed Site Plan proceeds before the Arby's Site Plan is completed and Outlot 6A is replatted, then this condition will not be applicable.

d. Update the trip generation matrix to reflect the trip cap determined in Certificate of Adequacy ADQ-2025-0032.

RESPONSE: The applicant has no objection to this proposed condition.

e. Revise plans to depict the 12-foot wide shared-use path along US 301 (Robert Ctain Highway), as proposed.

RESPONSE: This condition should be deleted as the proposed 12-foot wide shared use path is presently shown on Sheets 4 and 7 of the Detailed Site Plan package filed with this application.

f. Revise the tree canopy coverage schedule to reflect conformance to the requirements for the entire gross tract area of the Mill Branch Crossing site,

through the provided on-site woodland conservation and reforestation/afforestation, along with a note relative to the conformance having been met with the approval of DSP-20003.

RESPONSE: The applicant has no objection to this proposed condition.

The applicant would also like to bring to the attention of the Planning Board a correction to a Finding made regarding the Certificate of Adequacy (ADQ-2025-0032) as set forth on pages 23 and 24 of the Staff Report. The discussion on pages 23 and 24 relates to certain road improvement Conditions which are required as part of the development of the project. The Staff states that all Conditions, with the exception of Condition 3(b) (which relates to improvements at the intersection of US 301 and MD 197) satisfy the adequacy Condition. In actuality, Condition 3(b) also satisfies this requirement. Kim Morgan of Landtech, the Owner's civil engineer, will testify at the Planning Board hearing to confirm this fact.

I will be present at the Planning Board hearing on June 25th to provide further responses, should it be necessary.

Very truly yours,

GIBBS AND HALLER

/s/

Edward C. Gibbs, Jr.

cc: Hyojung Garland
Boris Lander
William F. Chesley
Tim Longfellow
Kimberly Morgan