



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

July 8, 2026

Mill Branch Sandwiches, LLC
3640 Martins Dairy Circle
Olney, MD 20832



Re: Notification of Planning Board Action on
Detailed Site Plan DSP-2025-0036
Mill Branch Crossing - Arby's

Dear Applicant:

This is to advise you that, on **July 2, 2026**, the above-referenced Detailed Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to the Prince George's County Planning Board's Rules of Procedure, the Planning Board's decision will become effective 30 calendar days after the date of this notice (**July 8, 2026**) of the Planning Board's decision, unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or by an aggrieved person that appeared at the hearing before the Planning Board in person, by an attorney, or in writing and the review is expressly authorized in accordance with Section 25-212 of the Land Use Article of the Annotated Code of Maryland; or
2. Within the 30 days (or other period specified by Section 27-291), the District Council decides, on its own motion, to review the action of the Planning Board.

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

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

Sincerely,
James R. Hunt, Chief
Development Review Division

By: Dexter E. Cofield
Reviewer

Attachment: PGCPB Resolution No. **2026-045**

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

PGCPB No. 2026-045

File No. DSP-2025-0036

R E S O L U T I O N

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

WHEREAS, the applicant, Mill Branch Sandwiches, LLC, submitted an application for approval of Detailed Site Plan DSP-2025-0036, entitled Mill Branch Crossing - Arby's, for development of an eating and drinking establishment with drive-through service on the east side of US 301 (Robert Crain Highway), approximately 200 feet north of its intersection with Mill Branch Road ("subject property"); and

WHEREAS, the subject property is currently within the Commercial, General Office (CGO) Zone; and

WHEREAS, prior to April 1, 2022, the property was within the Commercial Shopping Center (C-S-C) Zone; and

WHEREAS, pursuant to Section 27-1703(a) of the Zoning Ordinance, development applications filed and accepted before April 1, 2022, but still pending final action as of that date, were permitted to be reviewed and decided in accordance with the Zoning Ordinance in existence at the time of the submission and acceptance of the application ("prior Zoning Ordinance"); and

WHEREAS, on April 7, 2022, the Prince George's County Planning Board approved Detailed Site Plan DSP-20003 (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, including the subject property for future commercial development ("project"); and

WHEREAS, pursuant to Section 27-1703(c) of the Zoning Ordinance, 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

WHEREAS, the project received approval of Preliminary Plan of Subdivision (PPS) 4-19050 (PGCPB Resolution No. 2021-42) under the prior Subdivision Regulations, which remains valid until April 8, 2027, and approval of Detailed Site Plan DSP-20003 (PGCPB Resolution No. 2022-35) under the prior Zoning Ordinance, which has vested and remains valid; and

WHEREAS, therefore, 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 the subject property's prior C-S-C zoning; and

WHEREAS, in consideration of evidence presented at a public hearing on June 25, 2026, regarding Detailed Site Plan DSP-2025-0036 for Mill Branch Crossing – Arby's, the Planning Board finds:

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	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.

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 commercial use to allow up to 72,000 square feet of commercial development. The property, shown as 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:** Development of a 1,910-square-foot eating and drinking establishment, with drive-through service, will be located on Parcel 6. Subsequent to the subject DSP, 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 carrying 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. The applicant evaluated 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 approved 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.

Architecture

The 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 of 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.

Signage

Illuminated building-mounted signage is located 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 provided. 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 signage totals 47.73 square feet and complies with the allowable signage area. The submitted plans include detailed information for all signage.

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 at the rear of the subject property. The 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 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 is approved 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 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 parking areas serve the townhouses.

Van pool and car pool parking areas are not provided 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 provides 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 provided with this DSP. The single loading area provided is located internal to the site, positioned to the southwest of the 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. The Planning Board finds 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 provided; however, designated parking spaces will serve a similar function.

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.

The Planning Board finds 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 provided, 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.

The Planning Board finds 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 provided landscaping effectively accents the green areas and enhances the visual character of the development.

The Planning Board finds 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.

The Planning Board finds that the 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 provided 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. The Planning Board finds 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 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 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 include multiple-building development. The Planning Board finds 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. The Planning Board'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 use will generate an additional 2 AM peak hour trips and 12 PM peak hour trips to the development. Including the 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, the requirements have been satisfied.

- 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. The Planning Board'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 provide 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 that the provided modifications to the site are within the previously approved limits of disturbance of DSP-20003 and subsequent revisions. The 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 provide 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 provide 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 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 this resolution 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 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 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 provided, 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 development includes a vehicular access point along Saint Lola Lane, on 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 commercial space provides one bicycle rack 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.

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 provide 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. 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 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 May 4, 2026 (Stabler, Smith, and Chisholm to Cofield), the applicable conditions of approval from PPS 4-19050 were analyzed, and offered 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 156–165). 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 18th-century plantation house lot. No additional archeology was required.
 - b. **Community Planning**—In a memorandum dated May 22, 2026 (Lester to Cofield), an evaluation of the application was provided, 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 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 provides an eating and drinking establishment with drive-through service. The site design

and architecture 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), an analysis of the DSP was offered, with regards to relevant prior conditions of approval and prior Zoning Ordinance compliance, which have been incorporated into the findings and conditions of this resolution. Further, the following comments were provided:

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 this time. 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 provided 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 provided 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. 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 May 25, 2026 (Gupta to Cofield), the applicable conditions of approval from PPS 4-19050 were analyzed and comments were provided pertaining to the existing property description, the configuration of approved 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 resolution.

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

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 provided modifications to the site are within the previously approved limits of disturbance of the previous DSP-20003 and subsequent revisions. The 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 Prince George’s County Planning Department’s Development Application Review Tracking System (DARTS) on April 21, 2026 (Meneely), no comments were offered on this application.
- g. **Prince George’s County Department of Parks and Recreation (DPR)**—As noted in DARTS on April 15, 2026 (Thompson), it was 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. **Prince George’s County Police Department**—The Police Department did not respond with comments on this application.
- j. **Prince George’s County Fire/EMS Department**—The Fire/EMS Department did not respond 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)**—PGSCD did not respond with comments on this application.
 - m. **Washington Suburban Sanitary Commission (WSSC)**—WSSC did not offer comments on the subject application.
 - n. **Public Utilities**—The public utility companies did not offer comments on this application.
 - o. **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 approve DSP-2025-0036, with recommendations that have been incorporated within this resolution.
15. **Community Feedback:** The Planning Board did not receive any comments from the community regarding the subject DSP.
16. **Planning Board Hearing:** Prior to the hearing, the applicant provided one exhibit (Applicant Exhibit 1), which proposed revisions to Conditions 1a, 1c, and 1e, and the discussion of the finding found on page 24, as offered in the staff recommendation.

At the hearing, technical staff presented revised language to Condition 1c. The condition is revised to read “Label the remainder of Outlot 6A as a new outlot or parcel, as applicable, to be platted along with proposed Parcel 6.” Technical staff also presented a revision to the finding found on page 24, to reflect that the requirement has been satisfied. Technical staff did not support the applicant’s proposed deletion of Conditions 1a and 1e.

Following this, the applicant proposed new language for Condition 1a, to remove the provided Reserved Online Ordering parking signage, as those spaces will not be provided. Technical staff were in support of the applicant’s revision to Condition 1a.
17. Based on the foregoing analysis, and as required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, as approved with the conditions below, represents a most reasonable alternative for satisfying the site design guidelines of prior Subtitle 27, Part 3, Division 9, of the County Code, without requiring unreasonable costs and without detracting substantially from the utility of the development for its intended use.
18. Section 27-285(b)(2) of the prior Zoning Ordinance is not applicable because there is no conceptual site plan.
19. Section 27-285(b)(3) of the prior Zoning Ordinance does not apply to this DSP because it is not a DSP for infrastructure.
20. 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-2025-0036 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 provided:
 - a. Revise the plans to remove all signs referencing Online Ordering parking spaces.
 - b. Provide details for the proposed outdoor table and seating.
 - c. Label the remainder of Outlot 6A as a new outlot or parcel, as applicable, 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.

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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Matthews, with Commissioners Geraldo, Matthews, Jenkins, and Okoye voting in favor of the motion at its regular meeting held on Thursday, June 25, 2026, in Largo, Maryland.

Adopted by the Prince George's County Planning Board this 2nd day of July 2026.

Billy Okoye
Chairman



By Jessica Jones
Planning Board Administrator

BO:JJ:DC:ac

APPROVED AS TO LEGAL SUFFICIENCY



David S. Warner
M-NCPPC Legal Department
Date: June 29, 2026