AGENDA ITEM: 6
AGENDA DATE: 3/5/2026

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-24017
Dunkin at Sansbury Crossing

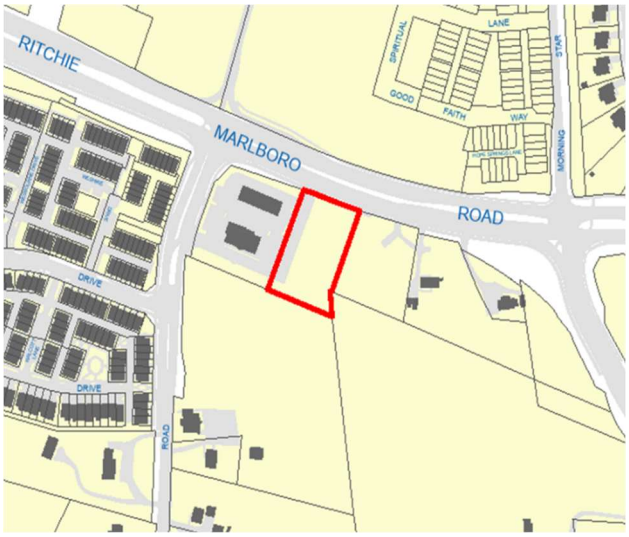
REQUEST	STAFF RECOMMENDATION
Development of a 1,282-square-foot eating and drinking establishment with a drive-through.	With the conditions recommended herein: • APPROVAL of Detailed Site Plan DSP-24017

Location: On the southeast side of Ritchie Marlboro Road, approximately 235 feet east of its intersection with Sansbury Road.

Gross Acreage:	1.35
Zone:	RMF-48
Prior Zone:	M-X-T
Reviewed per prior Zoning Ordinance:	Section 27-1704(b)
Dwelling Units:	0
Gross Floor Area:	1,282 sq. ft.
Planning Area:	78
Council District:	06
Municipality:	N/A

Applicant/Address:
Dekk Group, LLC
82 Flanders Rd.
Westborough, MA 01581

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



Planning Board Date:	03/05/2026
Planning Board Action Limit:	03/16/2026
Staff Report Date:	02/19/2026
Date Accepted:	01/05/2026
Informational Mailing:	02/04/2025
Acceptance Mailing:	12/18/2025
Sign Posting Deadline:	02/03/2026

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-24017
Dunkin at Sansbury Crossing

The Urban Design Section has reviewed the detailed site plan for the subject property and recommends APPROVAL, with conditions, as described in the Recommendation section of this technical staff report.

EVALUATION CRITERIA

The subject property is within the Residential, Multifamily-48 (RMF-48) Zone. It was previously located within the Mixed Use-Transportation Oriented (M-X-T) Zone. Pursuant to Section 27-1704(b) of the Prince George's County Zoning Ordinance, projects which received development approvals under the Zoning Ordinance or Prince George's County Subdivision Regulations effective prior to April 1, 2022 (prior Zoning Ordinance and prior Subdivision Regulations) may have subsequent applications reviewed under the prior Zoning Ordinance. The subject property received prior development approvals for a Conceptual Site Plan, CSP-07002, and a Preliminary Plan of Subdivision, 4-07057, pursuant to the prior Zoning Ordinance. Accordingly, this application is being reviewed pursuant to the prior Zoning Ordinance. Staff considered the following in reviewing this detailed site plan:

a. The prior Prince George's County Zoning Ordinance for the Mixed Use-Transportation Oriented (M-X-T) Zone;

b. Conceptual Site Plan CSP-07002;

c. Conceptual Site Plan CSP-07002-01

d. Preliminary Plan of Subdivision 4-07057;

e. Detailed Site Plan DSP-08043;

f. Detailed Site Plan DSP-08043-01;

g. The 2010 *Prince George's County Landscape Manual*;

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

i. The Prince George's County Tree Canopy Coverage Ordinance;

j. Referral comments; and

k. Community feedback.

FINDINGS

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

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

2. Development Data Summary:

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

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

Total FAR Permitted*	0.12–0.18
Total FAR Proposed	0.02

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

Parking and Loading Space Requirements

In accordance with Sections 27-574 and 27-583 of the prior Zoning Ordinance, the number of parking spaces required in the Mixed Use-Transportation Oriented (M-X-T) Zone is to be calculated by the applicant and submitted for the Prince George's County Planning Board's approval at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking and loading ratio can be found in Sections 27-574(b) and 27-583(b) of the prior Zoning Ordinance.

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

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

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

Bicycle Spaces

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

3. **Location:** The site is located on the southeast side of Ritchie Marlboro Road, approximately 235 feet east of its intersection with Sansbury Road.

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

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

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

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

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

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

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

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

Landscape islands and perimeter plantings frame the parking areas and site edges, helping to moderate views of vehicular areas and contribute to the overall streetscape. Along the right-of-way frontage, a landscape buffer that exceeds the minimum planting requirements is included, offering additional screening for the parking located at the front of the lot. A screened trash enclosure is located at the southeastern portion of the site, behind the building and away from public view. Stormwater management (SWM) is provided through a combination of underground facilities and graded drainage patterns integrated into the overall layout.

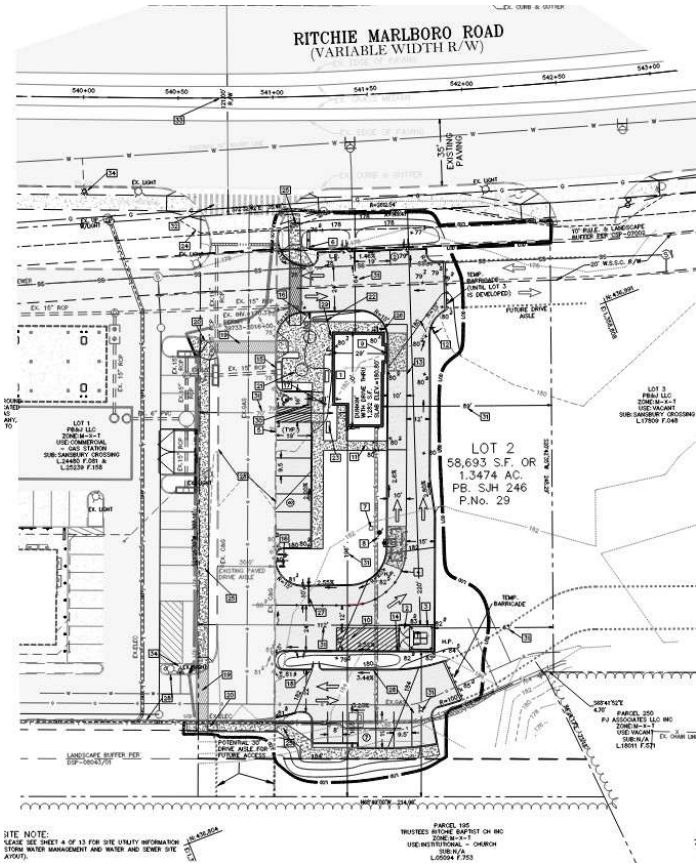


Figure 1: Detailed Site Plan

Architecture

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

Figure 2: North and South Elevation

Figure 3: West Elevation

Figure 4: East Elevation

Signage

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

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

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

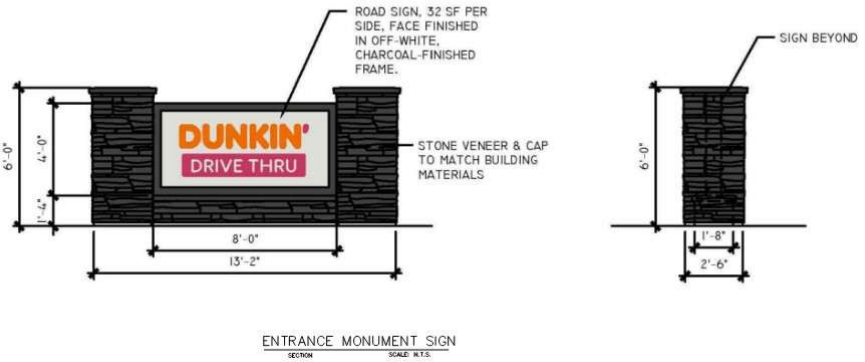


Figure 5: Freestanding Signage

Lighting

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

Loading and Trash Facilities

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

COMPLIANCE WITH EVALUATION CRITERIA

7. Prince George's County Zoning Ordinance: The DSP application has been reviewed for compliance with the requirements of the M-X-T Zone, and the site design guidelines of the prior Zoning Ordinance:

a. The subject application is in conformance with the requirements of Section 27-547 of the prior Zoning Ordinance, which governs uses in all mixed-use zones.

(1) The proposed eating and drinking establishment with drive-through use is permitted in the M-X-T Zone.

(2) Section 27-547(e) of the prior Zoning Ordinance provides standards for the required mix of uses for sites in the M-X-T Zone, as follows:

(e) For property placed in the M-X-T Zone by a Sectional Map Amendment approved after October 1, 2006, and recommended for mixed-use development in the General Plan, and a Master Plan, or Sector Plan for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, a Conceptual Site Plan submitted for any property located in the M-X-T Zone may include only one (1) of the above categories, provided that it conforms to the visions, goals, policies, and recommendations of the plan for that specific portion of the M-X-T Zone.

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

b. The DSP is consistent with Section 27-548, M-X-T Zone Regulations, of the prior Zoning Ordinance, as follows:

(a) Maximum floor area ratio (FAR):

(1) Without the use of the optional method of development—0.40 FAR; and

(2) With the use of the optional method of development—8.00 FAR.

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

(b) The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.

The uses proposed with this DSP will be located in one building and on one lot.

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

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

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

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

(e) In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.

The applicant does not propose to use the optional method of development for the subject DSP. Section 27-548(e) of the prior Zoning Ordinance specifies how GFA must be calculated in the M-X-T Zone. Only the building's standard GFA is counted in the proposed FAR, and parking and access areas are excluded.

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

FAR of 0.05, which remains below the permitted maximum range of 0.12 to 0.18.

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

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

(g) Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.

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

(h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive…

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

(i) The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.

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

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

property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance).

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

c. The subject application has been reviewed for conformance with the requirements of Section 27-546(d) of the prior Zoning Ordinance, which requires additional findings for the Planning Board to approve a DSP in the M-X-T Zone, as follows:

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

The proposed development is in conformance with the purposes of the M-X-T Zone, as stated in Section 27-542 of the prior Zoning Ordinance, as follows:

Section 27-542. Purposes.

(1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;

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

(2) To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential,

commercial, recreational, open space, employment, and institutional uses;

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

(3) To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;

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

(4) To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;

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

(5) To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;

The proposed commercial establishment is intended to operate within and beyond standard daytime business hours, which will

support activity on the site during both daytime and evening periods. The extended hours of operation will provide additional food service options for nearby residents and employees and contribute to maintaining activity and interaction for those who live, work, and visit the area.

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

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

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

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

(8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;

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

applicant anticipates opportunities for coordinated SWM with the future development of Lot 3.

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

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

(10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.

The proposed DSP reflects the intended flexibility of architectural design through the incorporation of the applicant's unique branding within the building form, while also maintaining a consistent two-story suburban appearance across the pad sites. Landscaping, signage, pedestrian connections, and architectural treatments applied to both the proposed building on Lot 2 and the existing building on Lot 1 provide visual and functional continuity between the uses. In addition, shared access points and coordinated infrastructure support unified and efficient physical planning.

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

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

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

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

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

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

(5) The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;

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

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

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

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

The applicant proposes to install a sidewalk along the roadway frontage to create a convenient pedestrian system integrated into the overall village center. Internal circulation and sidewalks will further contribute to a pedestrian-friendly environment within the Dunkin' development and provide connectivity to future development on Lot 3. An outdoor seating

area directly adjacent to the building will accommodate up to two tables and is intended to encourage pedestrian activity at this location.

(8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and

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

(9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending its finding during its review of subdivision plats.

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

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

Based on a review of the transportation and public facility requirements, the subject DSP is determined to continue to be adequately served by existing and planned public facilities. The applicable roadway, access, pedestrian, and multimodal improvements identified in the prior CSP-07002 and

PPS 4-07057, and in the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) requirements, remain valid and are either already constructed or will be evaluated at the time of permitting or final plat. Furthermore, the proposed development application does not exceed the established trip cap. The existing Lot 1 development generates 62 AM and 95 PM peak-hour trips. The proposed development will generate 11 AM and 1 PM peak hour trips, which is a total of 73 AM and 96 PM peak hour trips.

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

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

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

(2) Parking, loading, and circulation.

(A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site. As a means of achieving these objectives, the following guidelines should be observed:

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

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

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

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

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

The proposed DSP generally locates parking to the side and rear of the building, consistent with this guideline that parking lots should

be provided behind or beside structures. Although three parallel parking spaces are located along the Ritchie Marlboro Road frontage, staff find these acceptable and note that the required Section 4.6 landscaping is exceeded.

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

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

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

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

(i) Loading docks should be oriented toward service roads and away from major streets or public view; and

(ii) Loading areas should be clearly marked and should be separated from parking areas to the extent possible.

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

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

(i) The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;

(ii) Entrance drives should provide adequate space for queuing;

(iii) Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;

(iv) Parking areas should be designed to discourage their use as through-access drives;

(v) Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;

(vi) Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;

(vii) Parcel pick-up areas should be coordinated with other on-site traffic flows;

(viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;

(ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;

(x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and

(xi) Barrier-free pathways to accommodate the handicapped should be provided.

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

south and east sides of the building, separate from primary pedestrian routes to avoid conflicts with foot traffic.

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

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

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

(3) Lighting.

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

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

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

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

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

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

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

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

(4) Views.

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

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

(5) Green Area.

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

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

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

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

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

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

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

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

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

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

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

(6) Site and streetscape amenities.

(A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:

(i) The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;

(ii) The design of amenities should take into consideration the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas;

(iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;

(iv) Amenities should be functional and should be constructed of durable, low maintenance materials;

(v) Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;

(vi) Amenities such as kiosks, planters, fountains, and public art should be used as focal points on a site; and

(vii) Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.

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

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

(7) Grading.

(A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts. To fulfill this goal, the following guidelines should be observed:

(i) Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;

(ii) Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;

(iii) Grading and other methods should be considered to buffer incompatible land uses from each other;

(iv) Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and

(v) Drainage devices should be located and designed so as to minimize the view from public areas.

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

(8) Service Areas.

(A) Service areas should be accessible, but unobtrusive. To fulfill this goal, the following guidelines should be observed:

(i) Service areas should be located away from primary roads, when possible;

(ii) Service areas should be located conveniently to all buildings served;

(iii) Service areas should be effectively screened or enclosed with materials compatible with the primary structure; and

(iv) Multiple building developments should be designed to form service courtyards which are devoted to parking and loading uses and are not visible from public view.

The DSP locates service areas, including the loading space and trash facilities, at the southeast corner of the site, positioned behind the proposed building and away from Ritchie Marlboro Road, consistent with the guideline to site service functions away from primary roads. The location provides convenient access to the building while remaining unobtrusive to public views. The service areas are fully screened by the building and frontage landscaping, and the trash enclosure is designed with materials and detailing compatible with the primary structure, as shown in the DSP. Due to the development consisting of a single commercial building, a service courtyard formed between multiple buildings cannot be accommodated on this site.

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

(9) Public Spaces.

(A) A public space system should be provided to enhance a large-scale commercial, mixed-use, or multifamily development. To fulfill this goal, the following guidelines should be observed:

(i) Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;

(ii) The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;

(iii) Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;

(iv) Public spaces should be readily accessible to potential users; and

(v) Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.

The subject DSP provides a centrally located public space situated near the building entrance. This area includes both bench seating and tables with built-in seating. While umbrellas are proposed to provide shade and wind protection, the applicant did not submit details; therefore, staff recommend a condition requiring the submission of umbrella details prior to certification.

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

(10) Architecture.

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

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

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

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

(11) Townhouses and three-family dwellings.

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

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

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

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

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

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

(1) Consistency with the goals and standards of the Westphalia Sector Plan.

(2) The location of the building.

(3) The needs of the site's ultimate users.

(4) The location, size, and appearance of future corner gateway feature(s).

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

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

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

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

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

61 units—providing thorough screening of the parking spaces from Ritchie Marlboro Road.

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

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

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

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

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

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

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

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

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

One of the drive-through canopies above the pickup window is integrated into the building. However, at the ordering point, a freestanding canopy is provided; this structure is not permitted under the applicable condition and, therefore, cannot be supported by staff. Since the freestanding canopy also serves as the housing for the speaker and ordering system with microphone, its removal necessitates an

alternative method for accommodating this equipment. A condition is included herein requiring removal of the freestanding canopy and the redesign of the menu board and speaker as needed.

2. At the time of detailed site plan, for any use proposed with drive-through service, the following additional development standards shall apply:

a. Notwithstanding adequate queuing shall be provided, only one ordering/queuing lane shall be permitted per establishment with drive-through service, unless modified by the Planning Board at the time of detailed site plan.

b. Outdoor seating areas shall be protected from idling vehicles, such as through building shielding or strategic locations, to avoid exposure to potential greenhouse gas emissions.

c. The site shall be designed with emphasis on pedestrian accommodations, as provided on page 30 of the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment*.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

11. **Detailed Site Plan DSP-08043:** DSP-08043 was approved by the Planning Board on July 9, 2009 (PGCPB Resolution No. 09-98), subject to one condition, which is not applicable to the subject DSP.

12. **Detailed Site Plan DSP-08043-01:** DSP-08043-01 was approved by the Planning Board on June 9, 2016 (PGCPB Resolution No. 16-71), subject to one condition, which is not applicable to the subject DSP.

13. **2010 Prince George's County Landscape Manual:** The application is subject to the requirements of Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The submitted landscape plans are in conformance with the requirements.

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

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

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

15. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 2,500 square feet of gross floor area, or disturbance, and requires a grading permit. However, Prince George's County Council Bill CB-046-2025 notes that, "Landscape plans demonstrating conformance to this Division approved as part of a permit or an entitlement case or entitlement cases subject to the Transitional Provisions of the Zoning Ordinance (Section 27-1700) or Subdivision Regulations (Section 24-2700) shall be subject to the regulations in place at the time of approval of any grandfathered permit or grandfathered development application." Though that provision is available, the site provides conformance to its current zoning, RMF-48, and the increased tree canopy coverage (TCC) percentage required. Properties zoned RMF-48 are required to provide a minimum of 20 percent of the net tract area covered by tree canopy. The area of the subject site is 1.35 acres in size, and the required

TCC is 0.27 acre, or 11,761 square feet. This requirement is met through the proposed landscaping.

16. 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 February 4, 2026, the Historic Preservation Section provided an evaluation of the application stating that the sector plan contains goals and policies related to historic preservation (pages 66 to 68). However, these are not specific to the subject site, or applicable to the proposed development. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is high. The southeastern side of the subject property contains the Chesapeake Beach Railway Prism (Documented Property PG:72-81/Archeological Site 18PR605.) This portion of the subject property has previously been disturbed, so there are minimal archeological impacts from the subject application. The subject property does not contain and is not adjacent to any designated Prince George's County historic sites or resources.

b. **Community Planning**—In a memorandum dated February 5, 2026 (Calomese to Cofield), the Community Planning Section provided an evaluation of the application stating that, pursuant to prior Subtitle 27, Part 3, Division 9, Subdivision 3, of the Prince George's County Code, master plan conformance is required for this application. The subject DSP generally conforms with the recommendations stated in the sector plan and meets the policies regarding the quality and aesthetics of building materials and their architectural variety, the consolidation and limitation of entrances to the site from major roadways, the provision of sidewalks, and sitting areas. In addition, this application is consistent with the 2014 *Plan Prince George's Approved General Plan's* economic prosperity goal, which is to "create a diverse, innovative, and regionally competitive economy that generates a range of well-paying jobs and strategically grows the tax base" (page 121). This application meets these goals by providing and expanding employment opportunities within the County.

c. **Subdivision**—In a memorandum dated January 15, 2026 (Palmer to Cofield), the Subdivision Section provided conditions included herein and noted that subject property received an automatic certificate of adequacy in accordance with Section 24-4503(a)(1) of the Prince George's County Subdivision Regulations, effective April 1, 2022, for a period of 12 years.

d. **Transportation Planning**—In a memorandum dated January 30, 2026 (Wilson to Cofield), the Transportation Planning Section offered the following comments:

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

Right-of-Way

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

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

Pedestrian and Bicycle Facilities

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

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

Recommendations, Policies, and Goals
MPOT Complete Streets Policies:

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

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

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

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

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

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

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

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

Regulated Environmental Features
The site does not contain any REF and no impacts to REF are proposed with this application.

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

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

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

f. **Permits—**In a memorandum dated January 30, 2026 (Greenwall to Cofield), the Permit Section provided no additional comments on this development application.

g. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)—**In a memorandum dated January 20, 2026 (Abdullah to Cofield), DPIE noted that subject DSP is inconsistent with the SWM Concept Plan (SIT-00602-2024) and that the concept plan is to be revised accordingly. DPIE also provided additional comments which will be addressed at the time of permitting.

h. **Prince George's County Fire/EMS Department**—In a memorandum dated January 5, 2026 (Reilly to Cofield), the Fire/EMS Department indicated that, because the building will be equipped with a fire sprinkler system, all fire department connections must be located within 200 feet of a fire hydrant and positioned on the front address side of the building, in accordance with Section 4-167 of the County Code. The submitted plans do not show the distance between the hydrant and the fire department connection to confirm compliance; therefore, a condition is included herein.

i. **Prince George's County Health Department**—In a memorandum dated January 5, 2026 (Adepoju to Cofield), the Health Department noted that noise and dust should not be allowed to adversely impact activities on the adjacent properties during the construction phase. Adherence to construction standards will be required by DPIE at the time of permitting.

j. **Prince George's County Soil Conservation District (PGSCD)**—At the time of the writing of this technical staff report, PGSCD did not offer comments on this application.

k. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on this application.

l. **Prince George's County Department of Public Works and Transportation (DPW&T)**—At the time of the writing of this technical staff report, DPW&T did not offer comments on this application.

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

17. **Community Feedback:** As of the writing of this technical staff report, staff did not receive any inquiries from the community regarding the subject DSP.

18. 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.

19. As required by Section 27-285(b)(2) of the prior Zoning Ordinance, the DSP is in conformance with the approved CSP-07002 and CSP-07002-01 applications.

20. Section 27-285(b)(3) of the prior Zoning Ordinance does not apply to this DSP because it is not a DSP for infrastructure.

21. As required by Section 27-285(b)(4) of the prior Zoning Ordinance, the Planning Board may approve a DSP if it finds that the REF have been preserved and/or restored in a natural state to the fullest extent possible, in accordance with the requirement of Section 24-130(b)(5) of the prior Subdivision Regulations. The subject site does not contain any REF within the application area.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Planning Board adopt the findings of this report and APPROVE Detailed Site DSP-24017, for Dunkin at Sansbury Crossing, subject to the following condition:

1. Prior to certification, the applicant and the applicant's heirs, successors, and/or assignees shall revise the detailed site plan, as follows, or provide the specified documentation:

    a. Provide the floor plan for the proposed building.

    b. Add mounting details for the building-mounted signage to the plans.

    c. Provide a signage schedule that includes area calculations for each sign and the total signage for the subject site.

    d. Add details of the light pole foundation and installation.

    e. Remove all references to alternative compliance from the plans.

    f. Add the lot coverage of the development to the general notes on the coversheet of the plan set.

    g. Add umbrellas at the outdoor tables.

    h. Remove the freestanding canopy within the drive-through and revise the speaker and menu board as needed.

    i. Add a note to the plans in accordance with Condition 5 of Prince George's County Planning Board Resolution No. 08-51.

    j. Label Lot 2 with the recording final plat reference as Plat Book SJH 246 Plat No. 29.

    k. List Preliminary Plan of Subdivision 4-07057 as a prior development approval applicable to the subject property.

    l. Note the location of any proposed fire department connection for the structure, and the maximum 200-foot distance to a fire hydrant, in accordance with Section 4-167 of the Prince George's County Code.

DUNKIN AT SANSBURY CROSSING

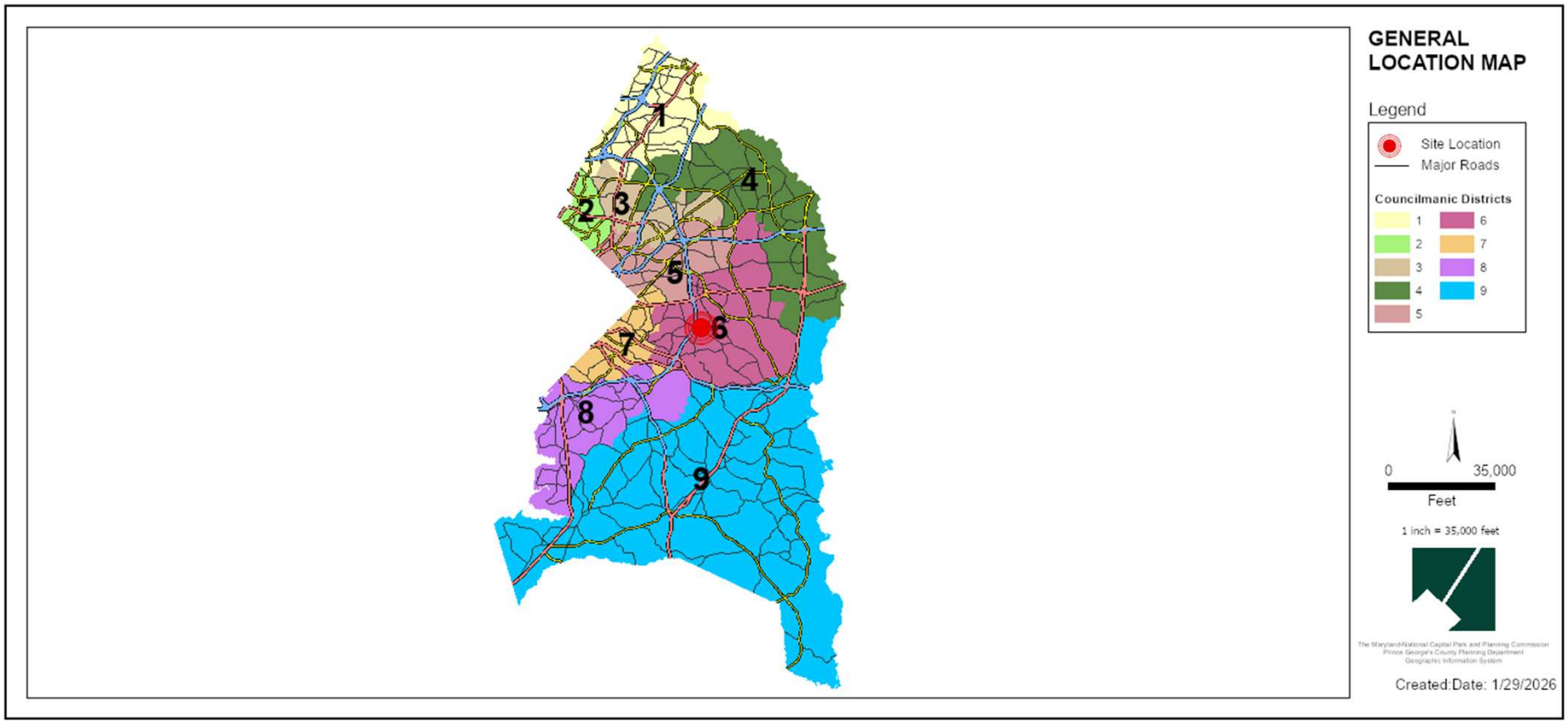
Detailed Site Plan

Staff Recommendation: APPROVAL with conditions

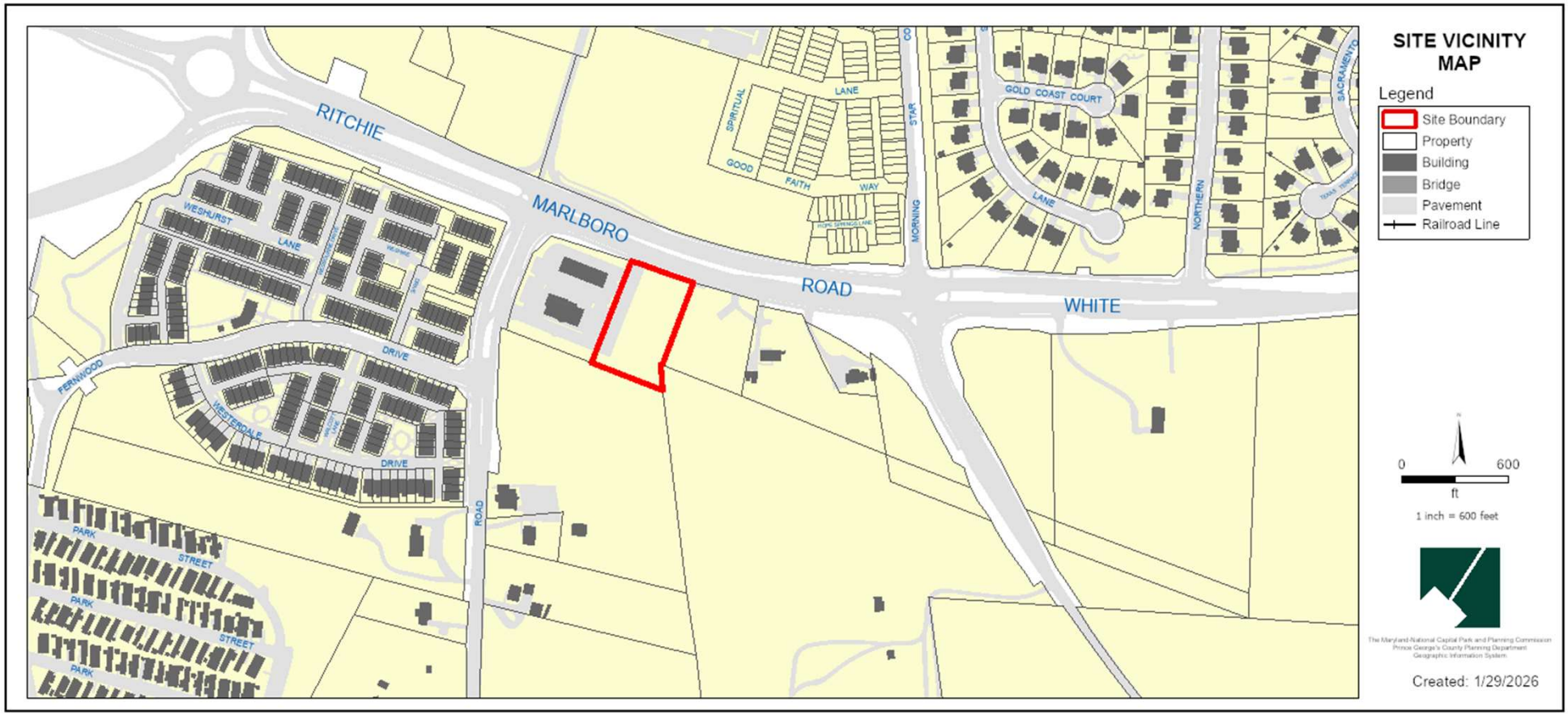
GENERAL LOCATION MAP

Council District: 06

Planning Area: 78

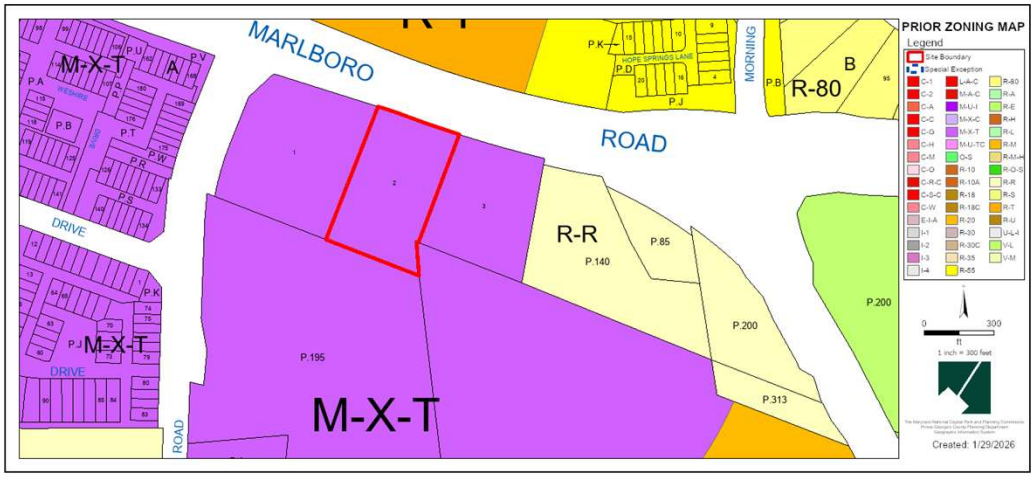


SITE VICINITY MAP

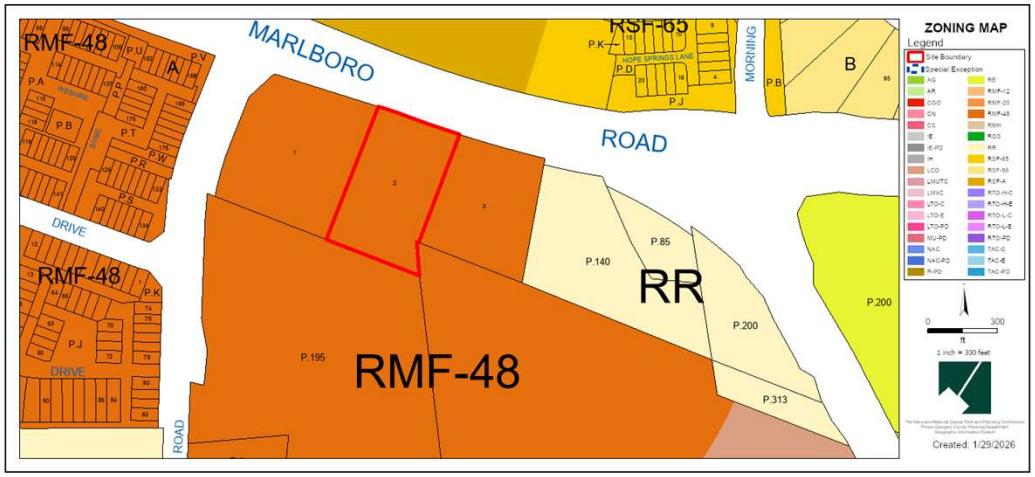


ZONING MAP (PRIOR AND CURRENT)

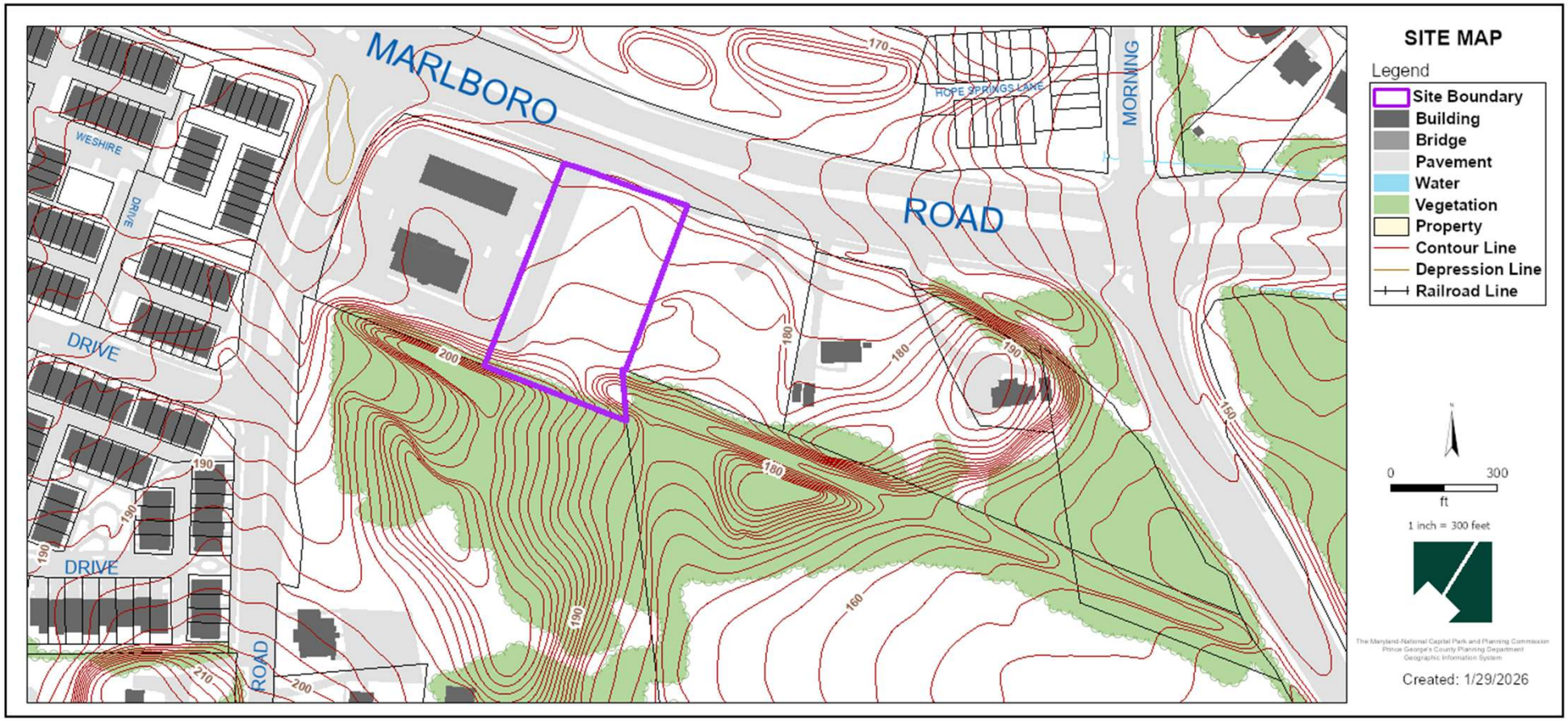
Prior Zoning Map: M-X-T



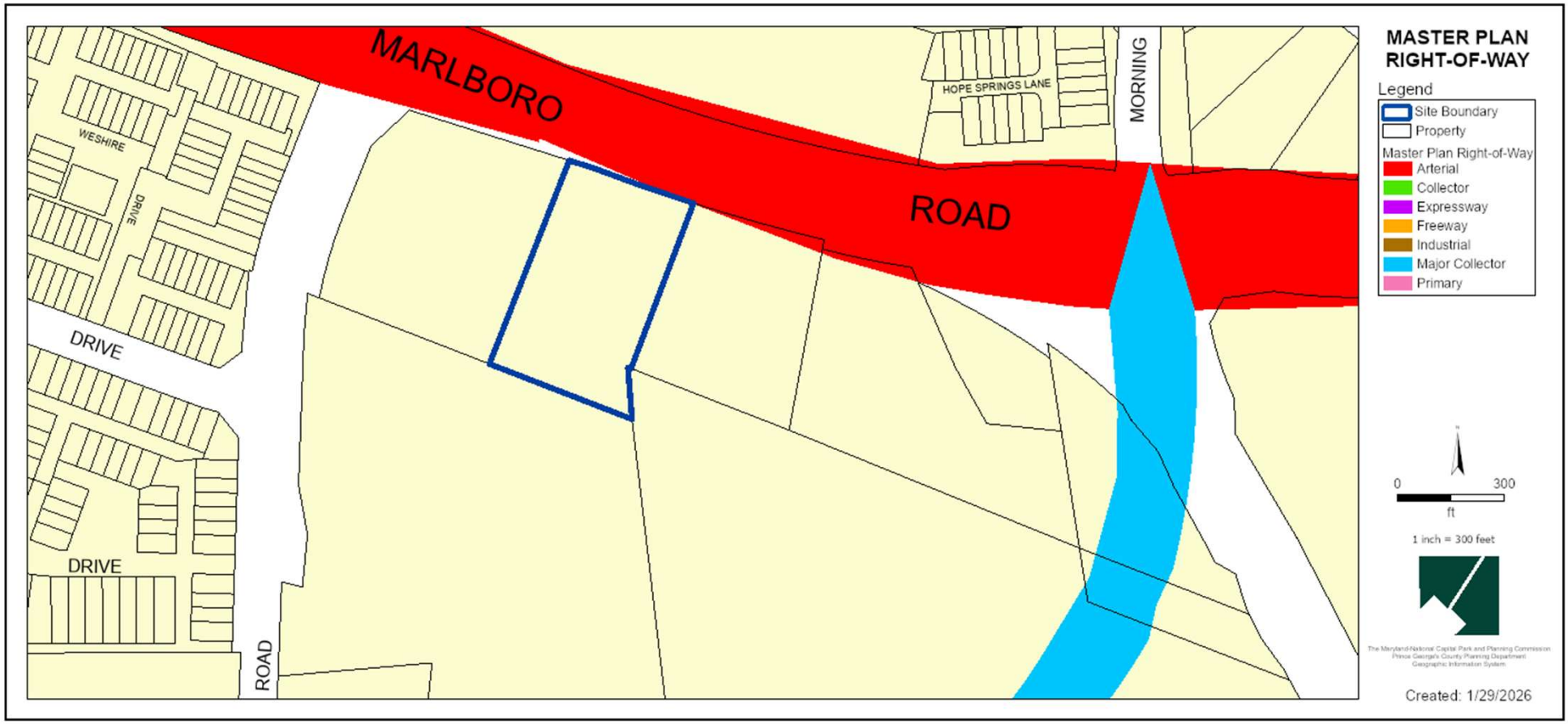
Current Zoning Map: RMF-48



SITE MAP

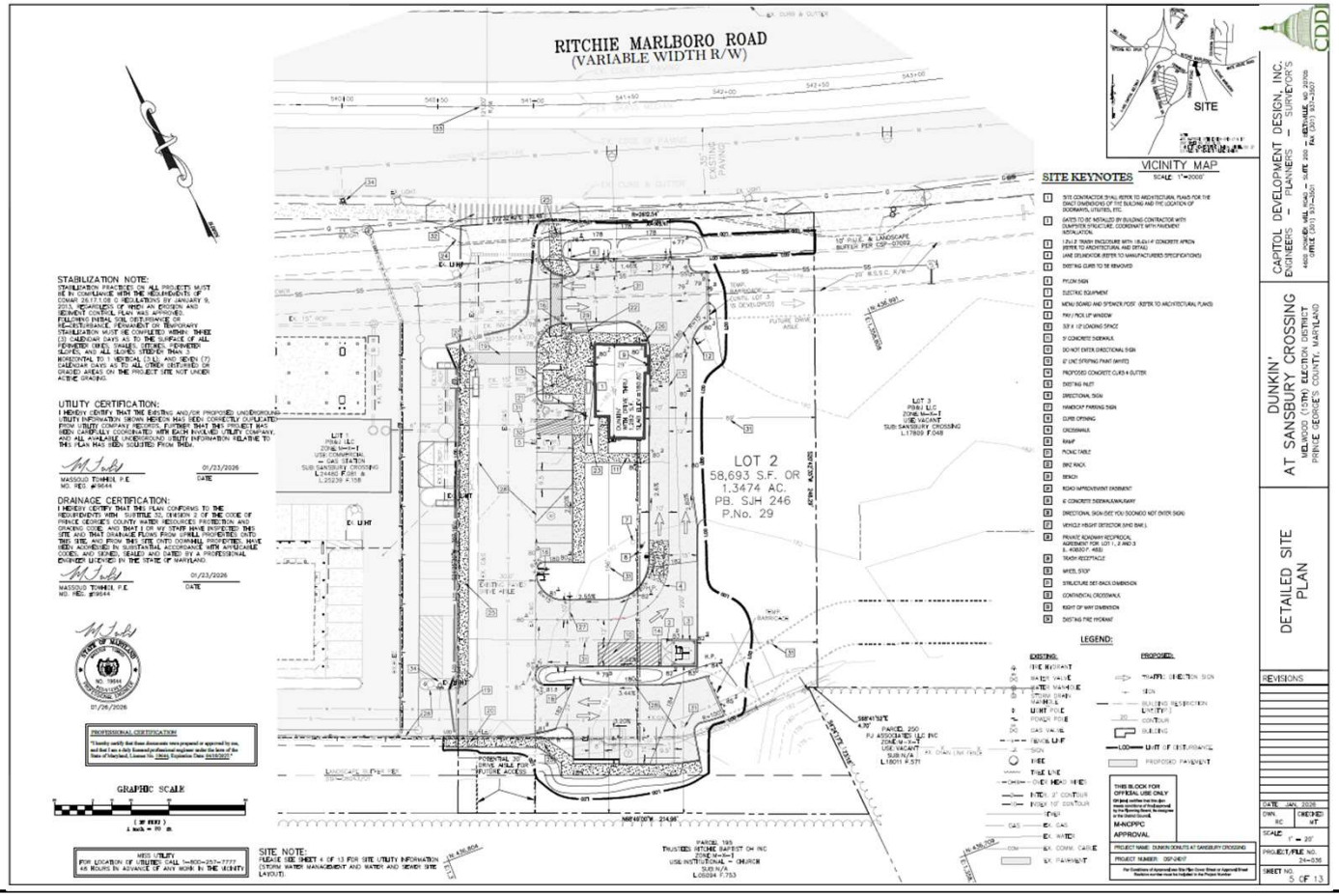

MARLBORO
ROAD
MORNING
DRIVE
WESHIRE
DRIVE
DRIVE
ROAD
HOPE SPRINGS LANE
SITE MAP
Legend
Site Boundary
Building
Bridge
Pavement
Water
Vegetation
Property
Contour Line
Depression Line
Railroad Line
0
300
ft
1 inch = 300 feet
Created: 1/29/2026

MASTER PLAN RIGHT-OF-WAY MAP

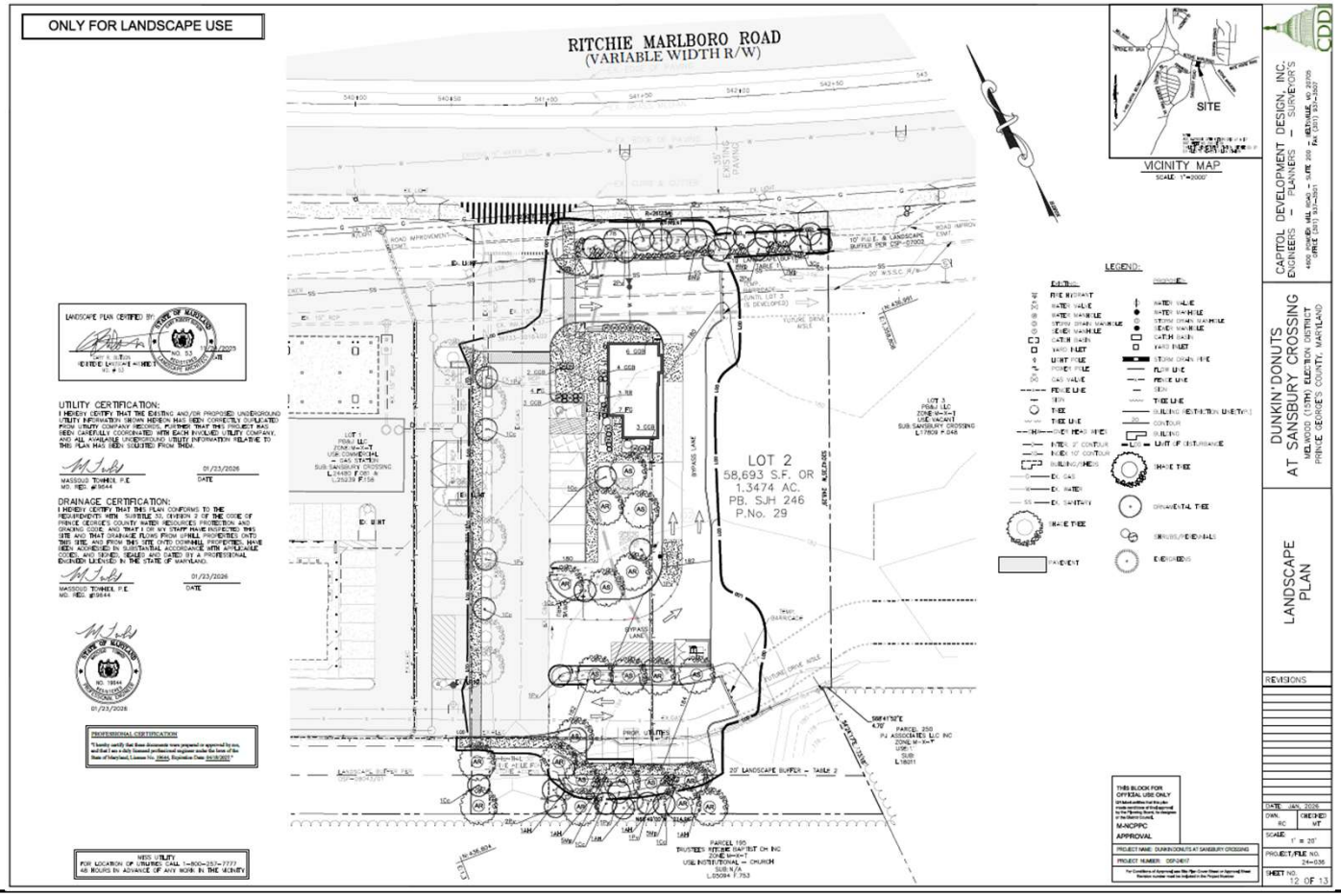


BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED

DETAILED SITE PLAN



LANDSCAPE PLAN



ELEVATIONS

EAST (DRIVE-THRU) ELEVATION

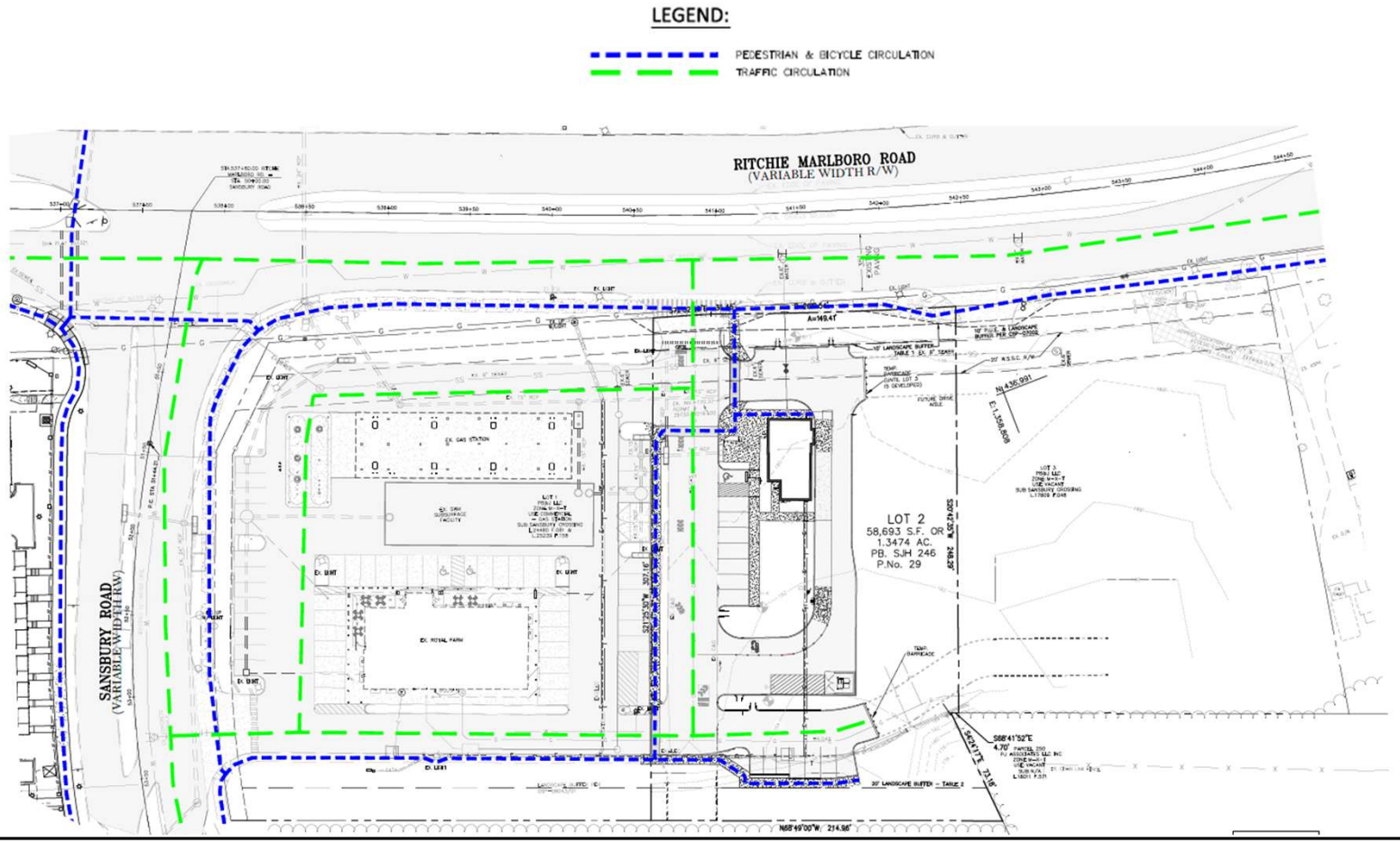
WEST (ROYAL FARMS, SANSBURY RD) ELEVATION

EXTERIOR SIGN ELEVATION

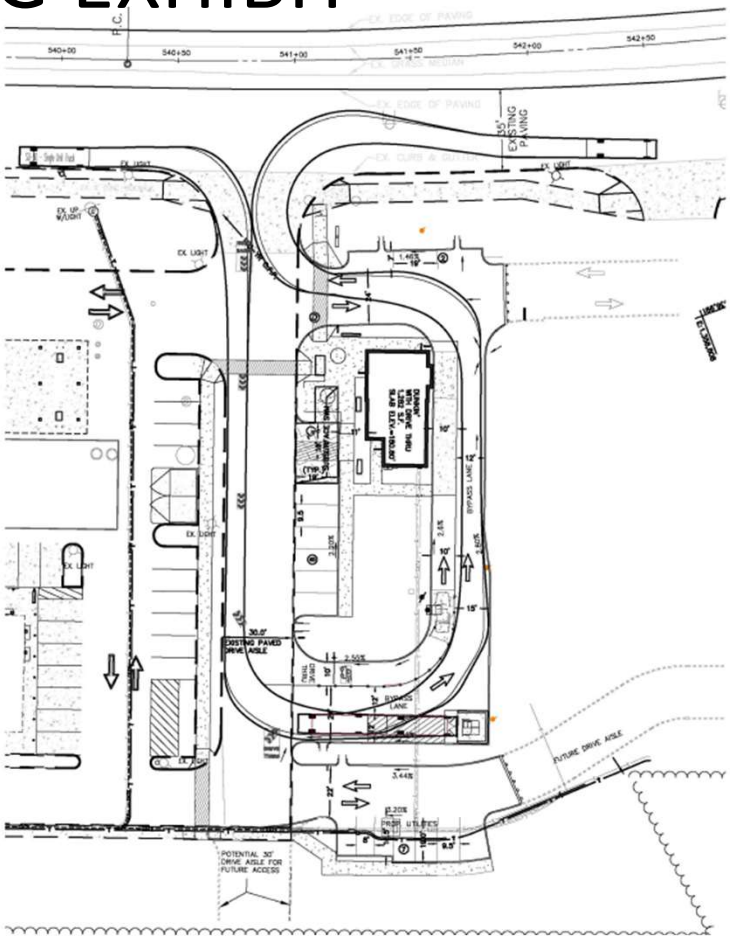
NORTH (RITCHIE MARLBORO RD) ELEVATION

SOUTH ELEVATION

TRAFFIC, PEDESTRIAN AND BICYCLE CIRCULATION EXHIBIT



TRUCK TURNING EXHIBIT



STAFF RECOMMENDATION

APPROVAL with conditions:

- Detailed Site Plan DSP-24017

Issues:

- None

Applicant Required Mailings:

- Informational Mailing: 02/04/2025
- Acceptance Mailing: 12/18/2025

LAW OFFICES
SHIPLEY & HORNE, P.A.

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Largo, Maryland 20774
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Facsimile: (301) 925-1803
www.shpa.com

Russell W. Shipley
Arthur J. Horne, Jr.*
Dennis Whitley, III*
Robert J. Antonetti, Jr.

Bradley S. Farrar
L. Paul Jackson, II*

* Also admitted in the District of Columbia

January 23, 2026

VIA ELECTRONIC DELIVERY
Ms. Hyojung Garland, Planning Supervisor
Urban Design Section
Maryland-National Capital Park
& Planning Commission
1616 McCormick Drive
Largo, Maryland 20774

RE: DUNKIN AT SANSBURY CROSSING
Detailed Site Plan, DSP-24017,
Alternative Compliance, AC-25006
REVISED Statement of Justification

Dear Ms. Garland:

On behalf of our client, **DDC Management, LLC** (the "Applicant"), Robert J. Antonetti, Jr., and Shipley and Horne, P.A. submits this statement of justification in support of Detailed Site Plan, DSP-24017 (the "DSP"). The Applicant's property is situated in Council District 6 and is further located along the southeast side of Ritchie-Marlboro Road, approximately 235 feet east of its intersection with Sansbury Road, and is known as Lot 2 in the Sansbury Crossing Subdivision (the "Property"). The Sansbury Crossing Subdivision record plat was recorded in Land Records on December 5, 2016, as SJH 246-29.

The Property can be found on Tax Map 74, in Grid F4, and consists of approximately 1.35 acres, (or 58,693 square feet), in the RMF-48 (Residential, Multifamily-48) Zone. Notwithstanding, the Applicant is requesting that the subject DSP application be reviewed in accordance with the zoning regulations in effect prior to April 1, 2022, and the requirements of the prior M-X-T (Mixed Use Transportation Oriented) Zone. It should be noted that a separate Statement of Justification has been prepared by Capitol Development Design Inc. (CDDI) for companion Alternative Compliance application, AC-25006, for Section 4.6 of the Landscape Manual, (Buffering Development from Streets). That document has been submitted with the subject application.

ELECTION TO UTILIZE ZONING PROCEDURES (Section 27-1704 (b))

On April 1, 2022, the approved Countywide Sectional Map Amendment ("CMA") and the updated Prince George's County Zoning Ordinance ("New Zoning Ordinance") became effective and rezoned the Property to the newly created RMF-48 Zone. Notwithstanding, the

Applicant elects to pursue approval of DSP-24017 utilizing the applicable provisions of the prior zoning ordinance pursuant to Section 27-1704(b) which states in pertinent part:

> ***Section 27-1704. Projects Which Received Development or Permit Approval Prior to the Effective Date of this Ordinance***
>
> ***(b) 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 (including any subdivision steps that may be necessary) and continue to be reviewed and decided under the prior Zoning Ordinance and prior Subdivision Regulations. For purposes of this Subsection, a property which has obtained approval of a stormwater management concept plan and a grading permit in accordance with Subtitle 32 of this Code, for which no development approval pursuant to the prior Zoning Ordinance or prior Subdivision Regulations is required, may proceed to obtain a building permit under the Zoning Ordinance in effect at the time the Subtitle 32 approvals were obtained. The Planning Director shall report to the County Council, at intervals no less than quarterly, a report of all development activity within the County.***

CSP-07002 for the PB&J Property is valid until April 1, 2042. Since CSP-07002 was approved and valid prior to the effective date of the new ordinance the Applicant can proceed with applications utilizing the provisions of the Zoning Ordinance that existed prior to April 1, 2022, (per Section 27-1704(b) of the New Zoning Ordinance). DSP-24017 is being filed in accordance with the appropriate provisions of the Prince George's County Zoning Ordinance that existed prior to April 1, 2022, (the "Zoning Ordinance").

A. Purpose of DSP Application:

The purpose of this DSP is to add a 1,282 square-foot eating or drinking establishment with drive-through service, and its associate parking, loading, landscaping, and stormwater management facilities. Architectural elevations for all sides of the proposed building are included as well as the proposed signage.

The Property was rezoned to the M-X-T Zone in 2007, and despite said zoning intensification occurring over 17 years ago, the Applicant has been unable to find end users for Lots 2 & 3. Many prospective tenants have a desire for drive-through service as part of their use. Since the COVID-19 pandemic, retail market trends have placed a greater emphasis on the ability of the consumer to have drive-through access. As such, the owner

of the overall Sansbury Crossing Center requested a modification to Condition 5(d) of CSP-07002 that would permit ordering kiosks, menu boards, and other informational signage needed to safely direct drive-through customers that are not physically and visually integrated into the main building. On June 26, 2025, the Planning Board approved CSP-07002-01 to remove Condition 15 and to revise Condition 5(d) of prior approved CSP-07002, regarding drive-through facilities with 2 conditions, (PGCPB Resolution No. 2025-046). On July 8, 2025, the District Council waived its right to review CSP-07002-01, and the Planning Board's prior decision became final. On August 21, 2025, the plans for CSP-07002-01 were certified by the Planning Staff. The proposed use in this DSP will meet the convenience needs of the surrounding community, increase the commercial tax base for the County, and provide attractive development for the Westphalia area in conformance with the intent of the 2007 Westphalia Sector Plan.

B. Development Data Summary:

The following information relates to the subject DSP application:

DEVELOPMENT DATA SUMMARY		
	Approved Applications (CSP-07002) (PPS 4-07057) (DSP-08043-01)	**Proposed (DSP-24017) (AC-25006)**
Zones:	M-X-T	RMF-48 (Former M-X-T Zone regulations apply)
Uses:	**CSP-07002** 2 Retail Buildings, Gas Station & Car Wash on Lots 1 through 3 **DSP-08043-01** Food & Beverage Store & Gas Station on Lot 1	1 Commercial/Retail Building (Eating or Drinking Establishment with Drive-Through Service) on Lot 2
	CSP-07002 24,000 to 35,000 sq. ft. of commercial/retail uses on	

Square footage/GFA:	Lots 1 through 3 **PPS 4-07057** 20,000 to 30,000 sq. ft. of commercial/retail on Lots 1 through 3 **DSP-08043-01** 5,166 sq. ft. Food & Beverage Store & Gas Station on Lot 1	Eating or Drinking Establishment with Drive-Through Service on Lot 2 (1,282 sq. ft.)
Lots:	Total = 1 (Per Plat, SJH 246-29)	Total = 1 (Per Plat, SJH 246-29)
Total Gross Acreage:	1.35 acres	1.35 acres
100-Year Floodplain	0.0 acres	0.0 acres
Net Acreage:	1.35 acres	1.35 acres
Overall Floor Area Ratio (FAR) in the M-X-T Zone:	Total Maximum FAR Permitted = 0.40 FAR	Total Maximum FAR Proposed on Lot 2 = 0.02 FAR

PARKING SUMMARY		
USE	**REQUIRED**	**PROVIDED**
	1 space for every 3 seats (Total Number of Seats = 3) --- Plus 50 sq. ft. of GFA (excluding any area used	Total Parking Spaces Provided **18 spaces**

Eating or Drinking Establishment (including drive-through service or carryout): (1,282 s. f.)	exclusively for storage or patron seating, and any exterior patron service area) (GFA excluding any area used exclusively for storage or patron seating, and any exterior patron service area = 850 sf) 3 seats @ 1 space for every 3 seats = **1 space** 850 sf @ 1/50 sf = **17 spaces** --- Total Parking Spaces Required = **18 spaces**	(Including 11 spaces at 9-1/2' x 19', 3 compact nonparallel spaces at 8' x 16-1/2', 3 compact parallel spaces at 7' x 19', and 1 van accessible handicapped space at 16' x 19'

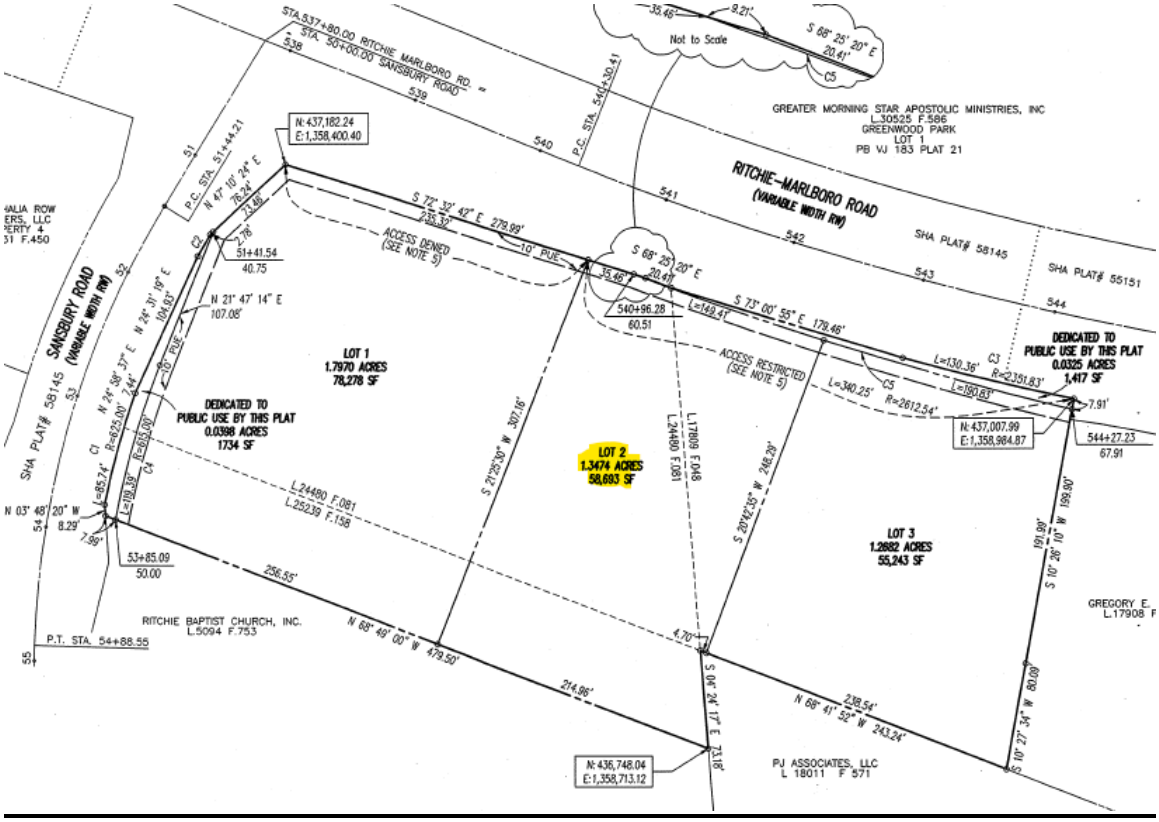
LOADING SUMMARY		
USE	**REQUIRED**	**PROVIDED**
Retail sales and service (per store):	Less than 2,000 sq. ft. – **None Required** _____ GFA of Proposed Building 1,282 sf --- Total Loading Spaces Required = **0 spaces**	Total Loading Spaces Provided = **1 space** (at 12' x 33')

C. Location:

The site is oriented to and has approximately 185± feet of street frontage along the south side of Ritchie-Marlboro Road. Vehicular access to the subject Property is provided via an existing right-in, right-out driveway entrance to Sansbury Road on abutting Lot 1, and an existing right-in, right-out driveway entrance to Ritchie-Marlboro Road on Lot 2 (the subject Property). Ritchie-Marlboro Road is a designated master-planned arterial roadway, (A-36), while Sansbury Road is a master-planned collector roadway with sidepath, (C-630). The subject Property contains 1.35 acres in the RMF-48 Zone but is being developed

pursuant to the prior M-X-T Zone. The Property is currently improved with a common driveway serving Lots 1 & 2 along the western side of the site, while the remainder of Lot 2 is vacant and undeveloped. The submitted DSP proposes the development of a 1,282 square-foot eating & drinking establishment with drive-through service on the remaining portion of Lot 2.

Recorded Plat SJH 246-29



D. Surrounding Land Uses:

North: Across Ritchie-Marlboro Road is RSF-A zoned land developing as the Morning Star Pentecostal Church and the Venue Subdivision approved for attached single-family dwellings in the RSF-65 Zone

East: A vacant lot (Lot 3) in the RMF-48 Zone, and beyond, detached single-family dwellings in the RR Zone

South: The Ritchie Baptist Church in the RMF-48 Zone

West: Lot 1, situated along the corner of Ritchie-Marlboro Road and Sansbury Road, and improved with an existing 5,166 square-foot Royal Farms food and beverage store and gas station, (approved via DSP-08043-01). Further to the west, and beyond the Sansbury Road right-of-way, is the Westphalia Row Subdivision consisting of attached single-family dwellings in the RMF-48 Zone.

E. Previous Approvals:

October 13, 2006 – Stormwater Management Concept Plan No. 38441-2006-00 is approved by the Department of Environmental Resources (DER)

October 24, 2006 – Natural Resources Inventory, NRI/120/06, is approved by the Environmental Planning Section

February 6, 2007 – The Property is rezoned from the R-A Zone to the M-X-T Zone through the District Council's approval of the *2007 Westphalia Sectional Map Amendment*, (See SMA Zoning Change 8 in CR-02-2007)

April 24, 2008 – The Planning Board approves PPS 4-07057 and Type I Tree Conservation Plan, TCPI/031/07, including a Variation from Section 24-121(a)(3) for Lots 2 & 3 with 14 conditions via PGCPB Resolution No. 08-51

May 15, 2008 – The Planning Board approves CSP-07002 and Type I Tree Conservation Plan, TCPI/031/07, with 12 conditions via PGCPB Resolution No. 08-50

November 10, 2008 – The District Council affirms the Planning Board's decision for CSP-07002, (aka SP-07002), with 15 conditions

July 9, 2009 – The Planning Board approves DSP-08043 and Type II Tree Conservation Plan, TCPII/021/09, for infrastructure for grading and utilities with 1 condition via PGCPB Resolution No. 09-98

December 24, 2014 – Stormwater Management Concept Plan No. 38441-2006-02 is approved by the Department of Inspection and Enforcement, (DPIE)

April 15, 2016 – The Planning Director approves Alternative Compliance, AC-16003, for Section 4.6(c)(2) of the *Landscape Manual*, (Buffering Development from Special Roads)

June 9, 2016 – The Planning Board approves DSP-08043-01, Type II Tree Conservation Plan, TCPII/021/09/01, and Alternative Compliance, AC-16003, with 1 condition via PGCPB Resolution No. 16-71

December 5, 2016 – Final Plat of Subdivision, SJH 246-29, is recorded in Land Records for Lots 1, 2 & 3, Sansbury Crossing

January 24, 2025 – Natural Resource Inventory Equivalency Letter (NRI-EL), NRI-01-2025, is approved by the Environmental Planning Section

June 26, 2025 – The Planning Board approves CSP-07002-01 to remove Condition 15 and to revise Condition 5(d) of prior approved CSP-07002, regarding drive-through facilities with 2 conditions via PGCPB Resolution No. 2025-046

July 8, 2025 – The District Council waives its right to review CSP-07002-01and the Planning Board's prior decision became final

August 21, 2025 – The plans for CSP-07002-01 are certified by the Planning Staff

September 10, 2025 – Site Development Concept Plan No. SIT-00602-2024 is approved by DPIE

F. Design Features & Compliance 2007 Approved Westphalia Sector Plan:

The subject Property will be developed in a mixed-use format in conjunction with the requirements of the M-X-T Zone and in accordance with the recommendations for Mixed-Use Activity Center and Gateway Center developments recommended by the 2007 *Approved Westphalia Sector Plan*, and derived from a comprehensive land use planning study conducted prior to SMA initiation (October 2005 *Westphalia Comprehensive Concept Plan*). More specifically, Section 27-544 requires that development of the subject Property be guided by the sector plan's design guidelines or standards, and a referenced exhibit of record for the Property that shall provide guidance for the development regulations incorporated into the instant DSP application.

The sector plan recommends development of the subject Property as a Mixed-Use Center that is also designated as one of nine Gateways into Westphalia. The initial CSP application used the recommendations in the sector plan related to both Mixed-Use Centers and Gateways to develop a Conceptual Site Plan and an Illustrative Site Plan (both dated June 6, 2006, and part of SMA Exhibit 19). These site plans are the "referenced exhibit of record for the Property [that] shall provide guidance for the development regulations to be incorporated into the Conceptual Site Plan", as required by Section 27-547(e).

The Applicant's vision for implementing the Mixed-Use Center and Gateway recommendations in the sector plan is to develop the subject Property as a complementary component of the overall mix of uses in the Mixed-Use Center As first shown on site plans submitted as part of SMA Exhibit 19, the Property is part of, yet distinctly separate in character, from the majority of the overall Mixed-Use Center. This distinction relates to the subject Property's obvious orientation to Ritchie-Marlboro Road and the three separate pad sites that will function as a supporting mixed-use retail element of the overall Mixed-Use Center.

The "Main Street" component of the sector plan's Mixed-Use Center will occur on adjacent properties to the south and west that are entirely oriented to Sansbury Road as shown in SMA Exhibit 19. The subject Property proposes a retail use on Lot 2 that will serve the overall Mixed-Use Center. In total, the ultimate development of the overall Mixed-Use Center will provide opportunities for living, working, recreating, and shopping, while reducing vehicle trips. This overall Mixed-Use Center concept is illustrated on the above-mentioned June 6, 2006, Conceptual and Illustrative site plans that were submitted with SMA Exhibit 19.

The site plans in Exhibit 19 and the initial CSP application were developed in response to Development Pattern policies in the Westphalia Sector Plan that applies to Mixed-Use Centers (p. 29-30), and this DSP is in substantial harmony with the prior approved plan, CSP-07002. The design elements ascribed to such Mixed-Use Activity Centers are:

- ***Develop distinct, high quality, walkable, mixed-use and "main street" commercial development areas with focal points and shared amenities..*** As discussed above, SMA Exhibit 19 clearly illustrates the intended use of three retail pad sites within the overall Sansbury Crossing property and the separate "Main Street" component of the overall Mixed-Use Center on the adjacent properties to the south and west fronting onto Sansbury Road. The three retail buildings/pad sites are intended to complement one another architecturally and will be developed in a pedestrian-friendly, safe and inviting environment that also effectively serves the needs of vehicular traffic.

  Gateway signage and retaining wall/hardscape was reviewed and approved with DSP-08043-01 and has already been constructed on Lot 1 of the subject Property along the corner of Ritchie Marlboro Road and Sansbury Road. These features represent the focal point for the Property at the main intersection of Ritchie-Marlboro Road and Sansbury Road. The architecture for the building on Lot 2 is highly complementary to the development on Lot 1 and comprises a logical interpretation of the retail pad concept contemplated in the 2007 Sector Plan. The proposed building has been designed to have attractive architectural materials on all building facades. The building façade proposed on Lot 2 reflects quality design and architecture that complements the existing building on Lot 1 and accentuates the desired gateway entrance into the Mixed-Use Center.

  Uses recommended in the Sector Plan for mixed-use centers include retail, service, and employment components to service the area's neighborhoods (p. 29). The uses intended for the Property will focus on meeting the retail and service needs of the neighborhoods in the Sector Plan area. This is already reflected on Lot 1 with a highly successful Royal Farms store approved in DSP-08043-01. Section 27-547(e) of the Zoning Ordinance allows a CSP submitted for any property located in the M-X-T Zone to include only one category of use, provided that it conforms to the visions, goals, policies and recommendations of the plan for that specific portion of the M-X-T Zone. As discussed herein, this DSP continues to demonstrate compliance with not only the plan (Exhibit 19 which only reflects commercial retail uses on the Property) for this portion of the M-X-T

Zone, but also the visions, goals, policies and strategy recommendations of the 2007 *Westphalia Sector Plan*.

- ***Design commercial development to front a main street, or parks, plazas, or courtyards.*** The development on the Property is designed to front and interact with both of the major roads (i.e. Ritchie-Marlboro Road and Sansbury Road) on which it has frontage. The subject Property has been developed with a very successful Royal Farms service station and food store on Lot 1. This was the first phase of the overall Mixed-Use Activity Center development that helped establish a retail shopping character. The building shown in this DSP for Lot 2 fronts onto the main street of Ritchie-Marlboro Road in such a way that maximizes its roadway and access orientation. For the subdivision as a whole, two access points are provided from Ritchie-Marlboro Road, and one access point is provided from Sansbury Road (on Lot 1). This reflects the fact that the majority of site frontage is oriented to Ritchie-Marlboro Road and the travelers along it. This orientation was also necessitated by subsequent detailed engineering studies that required locating the underground stormwater facility on the west end of the site and the preservation of woodlands along the south property line. Since a building cannot be constructed on top of an underground SWM facility, or within a woodland preservation area, the remaining developable areas of the Property necessitate bringing the retail buildings closer to Ritchie-Marlboro and Sansbury Roads. However, these constraints have enabled the site to provide a better internal circulation pattern and fire access than could have been achieved under SMA Exhibit 19, where buildings were shown a little closer to the edges of the roadway. Further, the location of the proposed building on Lot 2 aligns with the canopy structure in front of the abutting Royal Farms store on Lot 1.

  The proposed pad site development for Lot 2 shown on the DSP is complementary to traditional main street communities. This is exactly the shopping street character the District Council desired for this area when it endorsed Exhibit 19 as part of the Sector Plan. Again, Exhibit 19 shows three pad sites on the subject Property with major access and visual orientation to Ritchie-Marlboro Road. Exhibit 19 clearly illustrates that the "shopping street character" is planned to occur along Sansbury Road on the remainder of the Mixed-Use Center properties that are planned to form the "Main Street" of the Mixed-Use Activity Center.

- ***Design internal streets/site circulation as low-speed streets with parallel or angled on-street parking.*** The submitted plan illustrates the internal circulation pattern that connects and provides circulation around each pad site. The parking and circulation pattern encourages low-speeds by vehicles. The road sections required by DPIE for Sansbury and Ritchie Marlboro Roads do not permit on-street parking.

- ***Residential and commercial development should be medium-to-high density with a minimum of two-story buildings, up to six.*** The three buildings on the subject Property will likely be designed as single-story commercial/retail buildings on pad sites. As part of DSP-08043-01 for Lot 1, the Planning Board found that the gable roof proposed on the Royal Farms building in conjunction with the over-sized windows, (some of which are

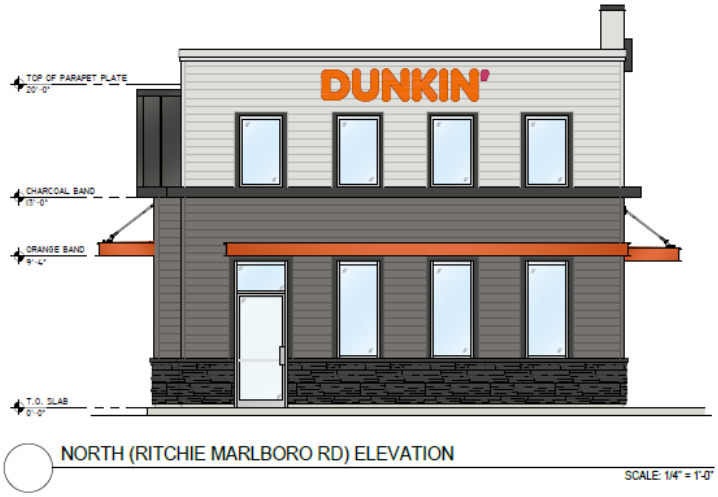
bisected by canopies), would create the appearance of a building that is at least two stories in height. As illustrated in SMA Exhibit 19, the subject Property forms and serves a distinctly different development character than the remainder of the mixed-use "Main Street" components. Because the site is orientated to Ritchie-Marlboro Road and away from the more traditional "Main Street" components to be developed along Sansbury Road, there is less of a design need to maintain consistent building heights, particularly with the type of retail uses proposed.

The submitted architectural elevations have been designed to meet, and exceed, the design principles on Page 30 of the *2007 Approved Westphalia Sector Plan and Sectional Map Amendment*, which are in part, include the following:

- *Develop buildings and signage with a common, appealing, and unifying theme and attractive, clearly demarcated entrances.*
- *Encourage the use of materials and finishes that reinforce a sense of quality and permanence.*
- *Design buildings to be attractive on all sides.*
- *Design buildings with some form of architectural variation or articulation.*
- *Promote ample and numerous windows on a building's front ground-level elevation.*

The architectural elevations for the proposed building on Lot 2 were carefully designed to include 4 windows along the upper portion of the northern elevation (facing Ritchie Marlboro Road), and 4 windows along the upper portion of the western elevation (facing Sansbury Road and Royal Farms). Charcoal banding will be provided around entire structure to provide a distinct separation between the lower and upper portions of the building, and different siding colors will be utilized to further create the appearance of a two-story building. Roof gable treatments are proposed along the eastern elevation of the building, (above the drive through window), and all upper windows along the northern and western elevations will include charcoal framing to further create the appearance of a building with two-stories. It is anticipated that the commercial/retail building on Lots 3 will utilize similar architectural treatments to give the appearance of structures that are taller than 1 story.

As shown below, the proposed building on Lot 2 will have an overall height that will range between 20 feet and 28 feet to the top of the parapet plate and will include banding and color changes at both 9 feet, 4 inches, and 13 feet in height that will provide the appearance of a two-story building. Charcoal banding will be provided around entire structure to provide a distinct separation between the lower and upper portions of the building, and different siding colors will be utilized to further create the appearance of a two-story building.



- ***Design off-street surface parking to be placed to the side and rear of buildings, in the interior of blocks, and screened from public walks and streets.*** As originally shown on SMA Exhibit 19, the three buildings were shown closer to Ritchie-Marlboro and Sansbury Roads and closer to sidewalks. However, final stormwater engineering constraints required a slight redesign of the center where the buildings moved further back from the sidewalk. This movement, however, has enabled a more compatible circulation pattern that better facilitates the use of drive-through windows at these retail buildings. Wide sidewalks have already been constructed along the Ritchie-Marlboro and Sansbury Road frontages that tie into the overall Center's wider "Main Street" sidewalk system. It is essential to note that the development of Lot 1 reflects a Royal Farms store located to the rear of Lot 1 and a gas station canopy near the frontage along Ritchie Marlboro Road. The parking for Lots 2 will be largely located along the side and rear of the proposed building. The three parking spaces located along the front of the building will be appropriately screened by a required landscaping planting strip and bio-retention facility. The submitted DSP plan illustrates the internal circulation pattern that connects and provides circulation around the proposed building on Lot 2. The parking and circulation pattern has been designed to provide on-site connections between all three lots that make up the overall Sansbury Crossing Property which discourages all but low speeds. The road sections required by DPIE for Sansbury and Ritchie Marlboro Roads do not permit on-street parking.

- ***Off-street surface parking should be placed to the side and rear of buildings and in the interior of blocks and should be screened from public walks and streets.*** Condition 5(f) of CSP-07002 required the following;

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

At the time of DSP-08043-01for Lot 1, the applicant of said case requested a modification to this development standard to allow off-street parking between the building on Lot 1 and Sansbury Road. There was a number of challenges to locating the building along Sansbury Road. The topographical and grade issues, safety and operational issues, efficient internal circulation, and the provision of effective pedestrian connectivity to the site made locating the building along Sansbury Road impractical. The Planning Board found that the requested modification would still result in a development that is consistent with the character and quality of development envisioned by the previously approved CSP and the Westphalia Sector Plan. Since the building on the westernmost lot that has frontage on Sansbury Road, (Lot 1), has already been fully constructed, the above condition 5(f) has already been met.

On SMA Exhibit 19, the three buildings were shown closer to Ritchie-Marlboro and Sansbury Roads and closer to sidewalks. However, final stormwater engineering constraints required a slight redesign of the center where the buildings moved further back from the sidewalk. This movement, however, has enabled a more compatible circulation pattern that better facilitates the use of drive-through windows at these retail buildings. Wide sidewalks have already been constructed along the Ritchie-Marlboro and Sansbury Road frontages that tie into the overall Center's wider "Main Street" sidewalk system. It is essential to note that the development of Lot 1 reflects a Royal Farms store located to the rear of Lot 1 and a gas station canopy near the frontage along Ritchie Marlboro Road. Although Lot 2, which is the subject of this DSP application, is an interior lot, the parking proposed for Lot 2 is primarily located along the sides and rear of the proposed retail building. The three parking spaces located along the front of the building will be appropriately screened by a required landscaping planting strip and bio-retention facility.

- ***Vehicular and pedestrian circulation should be interconnected between parcels with the sharing of curb cuts, parking, stormwater management, and the like between main businesses.*** The three lots will have interconnected parking facilities and share curb cuts. Two (2) shared vehicular access points occur on Ritchie-Marlboro Road, and one (1) along Sansbury Road. Because of this interconnectivity, the future development of Lot 2 Lot 3 will have ample space for internal vehicular circulation, parking, and queuing in the event a future user will need to incorporate a drive-through window. Stormwater Management will be designed to service all development envelopes and businesses on-site. Pedestrian connections are facilitated through the provision of wide sidewalks that have already been constructed along both Sansbury and Ritchie-Marlboro Roads. The submitted DSP plan illustrates the internal circulation pattern that connects and provides circulation around the proposed building on Lot 2. The parking and circulation pattern has been designed to provide on-site connections between all three lots that make up the overall Sansbury Crossing Property which discourages all but low speeds.

- ***Drive-through windows, canopies, and paved surface areas should be placed and designed to blend into the main street design.***
The subject Property is not a part of the overall Mixed-Use Center's "Main Street" component. The proposed drive-through window, menu boards and canopies are typical

for a Dunkin franchise. These structures are needed to provide clear direction for all customers utilizing the drive-through window and are essential to operate any eating and drinking establishment in an efficient manner. All drive-through facilities have been designed to blend into the overall development and complement the proposed building on Lot 2.

It should be noted that since an ordering kiosk and menu board are needed for efficiency purposes prior to reaching the main building, (as required for all drive-through windows). As such, the owner of the overall Sansbury Crossing center requested a modification to Condition 5(d) of CSP-07002 that would permit ordering kiosks, menu boards, and other informational signage needed to safely direct drive-through customers that are not physically and visually integrated into the main building. On June 26, 2025, the Planning Board approved CSP-07002-01 to remove Condition 15 and to revise Condition 5(d) of prior approved CSP-07002, regarding drive-through facilities with 2 conditions, (PGCPB Resolution No. 2025-046). On July 8, 2025, the District Council waived its right to review CSP-07002-01, and the Planning Board's prior decision became final. On August 21, 2025, the plans for CSP-07002-01 were certified by the Planning Staff.

Gateway Guidelines

The 2007 *Westphalia Sector Plan* also identifies the Property as one of the ten gateways into Westphalia. Design features for the gateways are as follows:

- ***Landmark elements such as entrance signage, artwork, monuments constructed on features such as stone or masonry, decorative columns, water features, or clock towers.***
- ***Landscape design including both softscape and hardscape.***
- ***Resting and recreation facilities, information kiosks, or other amenities as appropriate.***

The approved CSP for Sansbury Crossing identifies a location for a gateway sign to be located at the corner of Sansbury Road and Ritchie Marlboro Road. Gateway signage and retaining wall/hardscape was reviewed and approved with DSP-08043-01 and has already been constructed on Lot 1 of the subject Property along the corner of Ritchie Marlboro Road and Sansbury Road. These features represent the focal point for the Property at the main intersection of Ritchie-Marlboro Road and Sansbury Road. The subject DSP includes all proposed signage that would be typical of an eating and drinking establishment with drive-through service, as well as proposed architecture and plantings that can help establish a design theme for subsequent development phases of the Mixed-Use Center.

The submitted plans are in full compliance with the Tree Canopy Coverage requirements in Section 25-128 of the County Code, and all applicable sections of the Landscape Manual, except for Section 4.6-2, (Buffering Development from Special Roadways) where a reduction in the minimum width of the bufferyard is requested along Ritchie Marlboro Road. It should be noted that all plant units are being fully provided within this bufferyard in accordance with

the requirements of the Landscape Manual. A separate revised Statement of Justification has been prepared by Capitol Development Design Inc. (CDDI) for companion Alternative Compliance application, AC-25006, for Section 4.6-2 of the Landscape Manual, (Buffering Development from Streets), that was submitted with the subject DSP application.

G. Relationship to Requirements in the Zoning Ordinance:

Section 27-281 - Purposes 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;

RESPONSE: The subject Property will continue to be developed in accordance with the relevant use tables in the M-X-T Zone. The site is situated in Planning Area 78 (Westphalia & Vicinity), Sustainable Growth Act Tier 1, and an Established Communities Area as identified in *Plan Prince George's 2035 Approved General Plan*, (Plan Prince George's 2035). Plan Prince George's 2035 recommends a Mixed-Use Generalized Future Land Use for the subject Property, and the *2007 Approved Westphalia Sector Plan and Sectional Map Amendment* identifies the Property as an "Activity Center" and further recommends a Neighborhood Mixed Use for the subject Property. The eating or drinking establishment use proposed with the subject DSP is permitted by right in the M-X-T Zone in accordance with Section 27-547(b) of the Zoning Ordinance.

The proposed development on Lot 2 will further help create a focal point for the southeastern quadrant of the interchange of the Capital Beltway and Ritchie-Marlboro Road at the gateway to the Westphalia area by implementing the visions, and retail land use strategy recommendations of the 2007 Westphalia Sector Plan as noted in Sector Plan Development Concept 6 provided below:

Sector Plan Development Concept 6:
Westphalia Row/PB&J
Sectional Map Amendment Change 23A&B

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

RESPONSE: The purposes of the M-X-T Zone are found in Section 27-542(a) and include the following:

Section 27-542 – Purposes

(a) The purposes of the M-X-T Zone are:

(1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;

RESPONSE: The proposed development will create a focal point for the southeastern quadrant of the interchange of the Capital Beltway and Ritchie-Marlboro Road at the gateway to the Westphalia area by implementing the visions, and retail land use strategy recommendations of the 2007 Westphalia Sector Plan as noted in Sector Plan Development Concept 6 provided above.

(2) To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable

communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;

RESPONSE: The M-X-T Zone at this location implements the 2007 Westphalia Sector Plan as determined by Council action in adopting the SMA Amendment 8 for the subject Property and SMA Change 23 for the entire Mixed-Use Center. In accordance with Section 27-547(e) of the Zoning Ordinance, the CSP submitted for any property located in the M-X-T Zone may include only one category of use, provided that it conforms to the visions, goals, policies and recommendations of the plan for that specific portion of the M-X-T Zone. The property will continue to be developed with commercial retail sales and service uses as recommended in the 2007 Westphalia Sector Plan as noted in Sector Plan Development Concept 6. As discussed previously, the submitted DSP demonstrates compliance with not only the plan for this portion of the M-X-T Zoned Center as shown in Sector Plan Development Concept 6, but also the visions, goals, policies and strategy recommendations of the 2007 *Westphalia Sector Plan*.

(3) To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment:

RESPONSE: Development of an integrated, mixed-use project at this location provides for conveniences and services at the focal point to the community to serve residents traversing this major roadway, rather than scattering these uses throughout the area. The subject Property provides a logical and complementary extension of the endorsed 2007 Sector Plan development concept by providing a logical location for supporting retail/service uses for residents and visitors within the Sector Plan area.

(4) To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;

RESPONSE: The mix of residential and non-residential uses in proximity to one another at the intersection of the Capital Beltway and Ritchie-Marlboro Road, efficiently serves travelers along this intersection.

(5) To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;

RESPONSE: The combination of commercial and residential uses along a major artery leading to the Mixed-Use Center creates a 24-hour environment and an efficient location for services for those who live, work, and visit the area. The subject Property implements the land use

strategy recommendations of the 2007 Westphalia Sector Plan as noted in Sector Plan Development Concept 6 by providing needed commercial/retail uses that will service both residents in the Center and travelers.

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

RESPONSE: The uses within the overall Sansbury Crossing Property will eventually blend together as other properties in the Mixed-Use Center continue to develop during subsequent phases. The subject Property allows the opportunity to establish the design elements that will link with, and help blend, the discrete parts of the Center into a harmonious and unified development with architectural and pedestrian integration.

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

RESPONSE: Each use within the Mixed-Use Center and on the subject Property will be distinctive, but blended together into a cohesive community through complimentary architectural treatments connected via pedestrian circulation.

(8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;

RESPONSE: Consolidation of uses into a single Mixed-Use Center, with combined access points and a variety of uses in a single location will provide efficiency in transportation trips and circulation. Opportunities exist, as on the subject Property, to share facilities such as stormwater management and infrastructure.

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

RESPONSE: The subject Property implements the land use strategy recommendations of the 2007 Westphalia Sector Plan as noted in Sector Plan Development Concept 6 by providing commercial/retail land uses that are dictated by the market. Moreover, the mix of residential unit types to the West and North will allow for townhouse and condominium units to more effectively serve the housing needs of different residents in the community. The subject Property allows development of discrete retail and service uses that can complement the other land uses within the Mixed-Use Center without detracting from the desired "Main Street" character planned for the Sansbury Road frontage.

(10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.

RESPONSE: The landscaping, signage, pedestrian walkways and architectural design of the buildings within the Mixed-Use Center (including the building proposed on Lot 2) will blend the various uses visually and functionally. The submitted DSP demonstrates the continued use of quality building materials on inter-connected lots that share infrastructure, access points, and stormwater management that will result in an overall architectural design and site layout that will provide excellence in physical, social, and economic planning at this gateway location.

Section 27-281– (Continued):

Section 27-281(b) – General Purposes of Detailed Site Plans:

(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.

RESPONSE: The proposed DSP is designed in accordance with site design guidelines in this Division. The "general" site design guidelines are found in Section 27-283 and require the following:

(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.

RESPONSE: The subject DSP has been developed in accordance with the site plan design guidelines contained in Section 27-274 that are relevant to this application:

Section 27-274 – Design Guidelines

(1) General

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

RESPONSE: As demonstrated in this statement, the submitted DSP is in harmony with prior approved Conceptual Site Plans, CSP-07002 & CSP-07002-01.

(B) The applicant shall provide justification for, and demonstrate to the satisfaction of the Planning Board or District Council, as applicable, the

reasons for noncompliance with any of the design guidelines for townhouses and three-family dwellings set forth in paragraph (11), below.

RESPONSE: This finding is not applicable to the subject application. There are no townhouses or three-family dwellings proposed with the subject DSP.

(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.

RESPONSE: The proposed parking compound is designed so that all parking and loading requirements for the eating or drinking establishment with drive-through service can be fully met on-site without creating the need for a departure. All parking space sizes and driveway aisles have been designed in accordance with Part 11 of the Zoning Ordinance. The submitted plans are in full compliance with Sections 4.3, 4.7 & 4.9 of the Landscape Manual, as well as the Tree Canopy Coverage requirements in Section 25-128 of the County Code. It should be noted that a separate Statement of Justification has been prepared by Capitol Development Design Inc. (CDDI) for companion Alternative Compliance application, AC-25006, for Section 4.6 of the Landscape Manual, (Buffering Development from Streets). That document has also been submitted with the subject application.

(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.

RESPONSE: Based on the minor size of the proposed building, there are no loading space requirements for the proposed use. However, one loading space is proposed along the southeast corner of the Property that would be fully screened from Ritchie Marlboro Road. The proposed loading space has been carefully located to ensure that it does not interfere with the on-site circulation pattern or any required driveway aisle widths. Lastly, the proposed loading space will be clearly marked and separated from all proposed parking areas.

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

(i) The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;

(ii) Entrance drives should provide adequate space for queuing;

(iii) Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;

(iv) Parking areas should be designed to discourage their use as through-access drives;

(v) Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;

(vi) Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;

(vii) Parcel pick-up areas should be coordinated with other on-site traffic flows;

(viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;

(ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;

(x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and

(xi) Barrier-free pathways to accommodate the handicapped should be provided.

RESPONSE: The limits of the parking compound, driveway aisle widths, and parking space sizes have been fully designed in accordance with the requirements of Part 11 of the Zoning Ordinance and will provide safe, efficient on-site circulation for both pedestrians and drivers. All pedestrian sidewalk routes are ADA-compliant to accommodate access into the building for the physically handicapped. Careful consideration has gone into the design of the proposed drive-through to ensure adequate space is provided for queuing lanes that do not conflict with the on-site circulation patterns or pedestrian access. There are no parking spaces proposed along the eastern side of the building where the drive-through will be predominately located. All parking will be located along the northern, southern, and western sides of the proposed building to ensure that pedestrian access into the building and vehicular access to the parking spaces are unimpeded.

(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.

RESPONSE: The lighting proposed in this DSP meets all of the above requirements. All prominent on-site elements, such as the main entrance to the building, will be consistently lit throughout the appropriate portions of the day. The Lumark Prevail LED fixtures being proposed on the DSP utilize full cut-off optics to limit light spillover into adjacent properties. The submitted DSP includes a Site Lighting Photometric Plan and a Lighting Detail Sheet that demonstrates compliance with the above standards, (see Sheets 8 & 10).

(4) Views.

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

RESPONSE: There are no on-site or adjacent public areas associated with the submitted application. The proposed building reflects a modern architectural design with quality materials that should be aesthetically pleasing to passing motorists along Ritchie-Marlboro Road.

(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.

RESPONSE: The subject application has been designed to meet the requirements of Sections 4.3, 4.7 & 4.9 of the Landscape Manual, as well as the Tree Canopy Coverage requirements in Section 25-128 of the County Code. It should be noted that a separate Statement of Justification has been prepared by Capitol Development Design Inc. (CDDI) for companion Alternative Compliance application, AC-25006, for Section 4.6 of the Landscape Manual, (Buffering Development from Streets). That document has also been submitted with the subject application.

(6) Site and streetscape amenities.

(A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:

(i) The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;

(ii) The design of amenities should take into consideration the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas;

(iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;

(iv) Amenities should be functional and should be constructed of durable, low maintenance materials;

(v) Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;

(vi) Amenities such as kiosks, planters, fountains, and public art should be used as focal points on a site; and

(vii) Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.

RESPONSE: Although no streetscape amenities are proposed as part of this use, proposed features such as outdoor seating, tables, benches, landscaping, a bike rack, and light fixtures have been designed to coordinate with and offer visual unity throughout the site. Street frontage improvements will be completed along Ritchie Marlboro Road in accordance with DPIE requirements and specifications. The subject application has been further designed to meet the requirements of Sections 4.3, 4.7 & 4.9 of the Landscape Manual, as well as the Tree Canopy Coverage requirements in Section 25-128 of the County Code. It should be noted that a separate Statement of Justification has been prepared by Capitol Development Design Inc. (CDDI) for companion Alternative Compliance application, AC-25006, for Section 4.6 of the Landscape Manual, (Buffering Development from Streets). That document has also been submitted with the subject application. Crosswalks from abutting Lot 1 (Royal Farms), and from the sidewalks along Ritchie Marlboro Road are provided to the building entrance, bike rack area, and outdoor seating area.

(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.

RESPONSE: All grading will conform to the above regulations and the approved Sediment Control and Site Development Concept Plans.

(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.

RESPONSE: The trash enclosure has been carefully located to the far, rear southeast corner of the proposed parking compound, and will be screened by an appropriate enclosure in accordance with Section 4.4 of the *Landscape Manual*. A detail of said dumpster enclosure is reflected on Sheet 11 of the DSP plan set.

(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.

RESPONSE: Crosswalks from abutting Lot 1 (Royal Farms), and from the sidewalks along Ritchie Marlboro Road are provided to the building entrance, bike rack area, and outdoor seating area. Pedestrian connections along the public right-of-way have already been constructed along both Sansbury and Ritchie-Marlboro Roads. These sidewalks provide connections to other pedestrian elements within the Mixed-Use Center and to adjacent properties.

(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.

RESPONSE: The architectural elevations submitted with the subject application demonstrate that the materials proposed for the building will include high-quality materials to create variations in facades to break up the overall building massing. The proposed building on Lot 2 will have an overall height that will range between 20 feet and 28 feet to the top of the parapet plate, and will include banding and color changes at both 9 feet, 4 inches, and 13 feet in height that will provide the appearance of a two-story building. The bottom of the proposed building includes a band of Pro-Ledge Black Forest stone veneer with a drystack finish, and will then transition into Aged Pweter, Woodtones, and Nebulous White Fiber Cement Lap Siding at various heights of the proposed structure. Iron Ore metal coping, accents, and trim bands will be provided at various heights throughout the building. Windows and siding color variations are proposed along the upper portions of the northern and western elevations, and a gable roof design will be provided above the drive-through window to further create the appearance of a 2-story building. Appropriate building signage is proposed along all four sides of the building and has been designed in accordance with Section 27-613(f) of the Zoning Ordinance.

Section 27-281 (Continued):

Section 27-281(c) – Specific Purposes of Detailed Site Plans

(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;

(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.

RESPONSE: The DSP and related plans show all the above information that is relevant to a eating or drinking establishment with drive-through service in an mixed-use zone.

H. <u>Section 27-285. - Planning Board procedures</u>

(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.

RESPONSE: As demonstrated above, the subject DSP application is in harmony with the site design guidelines provided in Section 27-274.

(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).

RESPONSE: As demonstrated in this statement, the submitted DSP is in harmony with the prior approved Conceptual Site Plans, CSP-07002-01.

(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.

RESPONSE: The Applicant is not proposing an infrastructure-only DSP, therefore the above finding is not applicable to the 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).

RESPONSE: The subject Property contains no sensitive or regulated environmental features such as streams, wetlands, or areas of 100-year floodplain that require preservation.

I. Compliance with Prior Conditions of Approval:

Conceptual Site Plans, CSP-07002 - (aka SP-07002) & CSP-07002-01:

The Planning Board approved CSP-07002 and Type I Tree Conservation Plan, TCPI/031/07, on May 15, 2008, with 12 conditions via PGCPB Resolution No. 08-50. On November 10, 2008, The District Council affirmed the Planning Board's decision for CSP-07002, with 15 conditions.

On June 26, 2025, the Planning Board approved CSP-07002-01 to remove Condition 15 and to revise Condition 5(d) of prior approved CSP-07002, regarding drive-through facilities with 2 conditions via PGCPB Resolution No. 2025-046. All other conditions in the original CSP (CSP-07002) remained in full force and effect. On July 8, 2025, the District Council waived its right to review CSP-07002-01, and the Planning Board's prior decision became final. On August 21, 2025, the plans for CSP-07002-01 were certified by the Planning Staff.

The following conditions are relevant to the review of the proposed DSP;

Conceptual Site Plan, CSP-07002-01

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

(d) Any drive-through canopies or windows shall be physically and visually integrated into the main building. Ordering kiosks, menu boards, and

other informational signage needed to safely direct drive-through customers may be permitted and will be further reviewed at the time of detailed site plan.

RESPONSE: The Applicant is in agreement with the above condition. The proposed drive-through shown on the submitted DSP has been carefully designed to integrate into the main building, both physically and visually. The overall building has been designed to include 4 windows along the upper portion of the northern elevation (facing Ritchie Marlboro Road), and 4 windows along the upper portion of the western elevation (facing Sansbury Road and Royal Farms). Charcoal banding is provided around entire structure to provide a distinct separation between the lower and upper portions of the building, and different siding colors will be utilized to further create the appearance of a two-story building, as required by the sector plan guidelines.

Roof gable treatments are proposed along the eastern elevation of the building, (above the drive through window), and all upper windows along the northern and western elevations will include charcoal framing to further create the appearance of a building with two-stories. The canopy above the drive through window will seamlessly tie into the canopy over the front building entrance to further create a clean, modest and uniform appearance along the eastern and northern elevations of the proposed building. All proposed ordering kiosks, menu boards, and other informational signage is properly reflected on the submitted DSP.

2. At the time of detailed site plan, for any use proposed with drive-through service, the following additional development standards shall apply:

a. Notwithstanding adequate queuing shall be provided, only one ordering/queuing lane shall be permitted per establishment with drive-through service, unless modified by the Planning Board at the time of detailed site plan.

b. Outdoor seating areas shall be protected from idling vehicles, such as through building shielding or strategic locations, to avoid exposure to potential greenhouse gas emissions.

c. The site shall be designed with emphasis on pedestrian accommodations, as provided on page 30 of the 2007 Approved Westphalia Sector Plan and Sectional Map Amendment.

RESPONSE: The Applicant has met with the Planning Staff on several occasions to ensure the design and layout shown on the submitted DSP adequately addresses the above requirements. The prior proposed double drive though has been eliminated, and a single-lane drive-though is now shown on the submitted DSP. Although not required for grandfathered applications (such as this one), the queuing lane for the proposed drive-through has been further redesigned to meet the total queuing requirements for vehicles

provided in the current Zoning Ordinance (i.e. 9 vehicles). The outdoor seating area was strategically located to be at the farthest point possible from the drive-through window to reduce the need for queuing vehicles in this area.

In accordance with the design principles in the *2007 Approved Westphalia Sector Plan and Sectional Map Amendment*, the submitted plan has been designed to include as many pedestrian accommodations that are feasibly possible, given its location as an interior lot. The closest parking space to the outdoor seating area will be a van-accessible parking to ensure appropriate and unimpeded pedestrian access is provided to both the front building entrance, and to the outdoor seating area for the physically handicapped. Crosswalks to the building entrance, outdoor seating area, and bike rack area will extend from both Lot 1 to the west (Royal Farms), and from Ritchie Marlboro Road, where they will tie into the main pedestrian network along Ritchie Marlboro Road, (which was already constructed by the property owner). The strategic location of the outdoor seating area will ensure adequate protection is provided from idling vehicles to avoid exposure to potential greenhouse gas emissions.

Conceptual Site Plan, CSP-07002

1. Prior to certificate approval of the conceptual site plan, the plan shall be revised as follows:

a. Remove the words, "Woodland area to be removed and graded in the future for integration with southern property. The future development will compensate for relocation of the conservation area" from the label for the potential future connections on the southern property line.

b. List the approved development standards.

RESPONSE: The plan revisions requested above would have been fully completed prior to the certification of CSP-07002.

2. Prior to certification of the conceptual site plan, the Type I Tree Conservation Plan, TCP I/031/07, shall be revised as follows:

a. Show all required bufferyards on the TCP I in accordance with the Conceptual Site Plan (CSP-07002). The plan shall clearly identify the limits of each bufferyard shown.

b. Revise Note 1 to reference the conceptual site plan number for this application (CSP-07002).

c. Eliminate the proposed tree line from the plan and show only the proposed limits of disturbance. Provide the symbol in the legend.

d. Show all public utility easements.

e. Revise the TCP I worksheet as necessary.

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

RESPONSE: The plan revisions requested above would have been fully completed prior to the certification of CSP-07002.

3. Prior to certification of the conceptual site plan and Type I tree conservation plan, all plans shall be revised to show the location of the unmitigated 65 dBA Ldn noise contour.

RESPONSE: The plan revisions requested above would have been fully completed prior to the certification of CSP-07002. Further, no residential uses are being proposed with the subject DSP that would require noise mitigation.

4. Prior to certification of the conceptual site plan, the stormwater management concept approval letter and associated plan shall be submitted. The approved concept shall be reflected on the TCP I.

RESPONSE: The submission of the stormwater management concept approval letter and associated plan would have been required prior to the certification of CSP-07002. Thus, this condition has been satisfied.

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

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

RESPONSE: It should be noted that Condition 5(a) above was addressed at the time of DSP-08043-01, which included the only lot in the CSP that has frontage on Sansbury Road. As such, the above condition has already been met.

b. Provision of parking between building(s) and Ritchie Marlboro Road (from the Sansbury Road intersection to the first entrance along Ritchie

Marlboro Road) shall be evaluated based on the following:

(1) Consistency with the goals and standards of the Westphalia Sector Plan.

(2) The location of the building.

(3) The needs of the site's ultimate users.

(4) The location, size, and appearance of future corner gateway feature(s).

RESPONSE: It should be noted that Condition 5(b) above was addressed at the time of DSP-08043-01, which included the only corner lot in the CSP (Lot 1). All parking and buildings located along Ritchie Marlboro Road (from the Sansbury Road intersection to the first entrance along Ritchie Marlboro Road) is confined to abutting Lot 1. All development on abutting Lot 1 (including the gateway signage) was reviewed with DSP-08043-01 and has been fully constructed. The proposed development on Lot 2 in this DSP reflects a building placement consistent with the physical development approved/constructed on Lot 1.

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

RESPONSE: On June 9, 2016, the Planning Board approved DSP-08043-01, Type II Tree Conservation Plan, TCPII/021/09/01, and Alternative Compliance, AC-16003, for abutting Lot 1 with one condition via PGCPB Resolution No. 16-71. The companion Alternative Compliance application was approved for Section 4.6(c)(2), Buffering Development from Special Roadways, of the Landscape Manual along Ritchie Marlboro Road. As noted on Page 9 of the adopted Planning Board Resolution, PGCPB No. 16-71, the Planning Board found that the proposed landscaping, in conjunction with the gateway sign/wall and landscaping along Sansbury Road on Lot 1 would effectively screen the parking area and visually connect the site to the overall Mixed-Use Center.

Ritchie Marlboro Road fronting the subject Property is a designated historic roadway. Similar to the prior approved Alternative Compliance application noted above, (AC-16003), the subject application includes a companion Alternative Compliance application, (AC-25006), for Section 4.6 of the Landscape Manual, (Buffering Development from Streets). A separate Statement of Justification has been prepared by Capitol Development Design Inc. (CDDI) for this request which has been submitted with the subject application.

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

RESPONSE: On June 26, 2025, the Planning Board approved CSP-07002-01 and revised the above condition via PGCPB Resolution No. 2025-046. The response to amended Condition 5(d) is provided above.

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

RESPONSE: The three buildings on the subject Property will likely be designed as single-story commercial/retail buildings on pad sites. As part of DSP-08043-01 for Lot 1, the Planning Board found that the gable roof proposed on the Royal Farms building in conjunction with the over-sized windows, (some of which are bisected by canopies), would create the appearance of a building that is at least two stories in height. As illustrated in SMA Exhibit 19, the subject Property forms and serves a distinctly different development character than the remainder of the mixed-use "Main Street" components. Because the site is orientated to Ritchie-Marlboro Road and away from the more traditional "Main Street" components to be developed along Sansbury Road, there is less of a design need to maintain consistent building heights, particularly with the type of retail uses proposed.

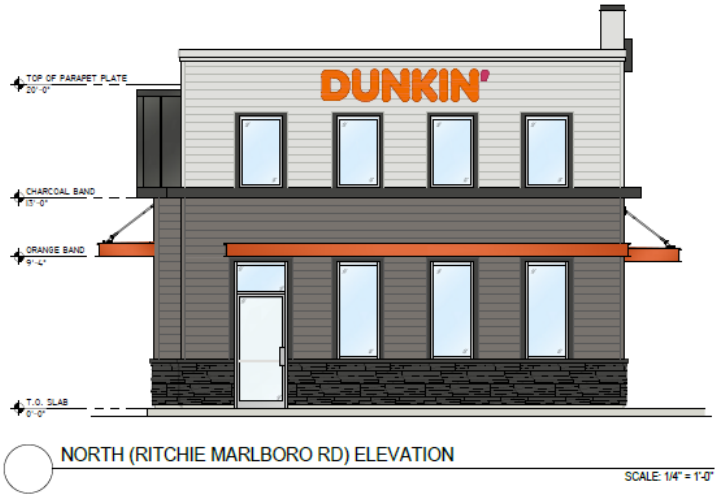
The submitted architectural elevations have been designed to meet, and exceed, the design principles on Page 30 of the *2007 Approved Westphalia Sector Plan and Sectional Map Amendment*, which are in part, include the following:

- *Develop buildings and signage with a common, appealing, and unifying theme and attractive, clearly demarcated entrances.*
- *Encourage the use of materials and finishes that reinforce a sense of quality and permanence.*
- *Design buildings to be attractive on all sides.*
- *Design buildings with some form of architectural variation or articulation.*
- *Promote ample and numerous windows on a building's front ground-level elevation.*

The architectural elevations for the proposed building on Lot 2 were carefully designed to include 4 windows along the upper portion of the northern elevation (facing Ritchie Marlboro Road), and 4 windows along the upper portion of the western elevation (facing Sansbury Road and Royal Farms). Charcoal banding will be provided around entire structure to provide a distinct separation between the lower and upper portions of the building, and different siding colors will be utilized to further create the appearance of a

two-story building. Roof gable treatments are proposed along the eastern elevation of the building, (above the drive through window), and all upper windows along the northern and western elevations will include charcoal framing to further create the appearance of a building with two-stories. It is anticipated that the commercial/retail building on Lots 3 will utilize similar architectural treatments to give the appearance of structures that are taller than 1 story.

As shown below, the proposed building on Lot 2 will have an overall height that will range between 20 feet and 28 feet to the top of the parapet plate and will include banding and color changes at both 9 feet, 4 inches, and 13 feet in height that will provide the appearance of a two-story building. Charcoal banding will be provided around entire structure to provide a distinct separation between the lower and upper portions of the building, and different siding colors will be utilized to further create the appearance of a two-story building.



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

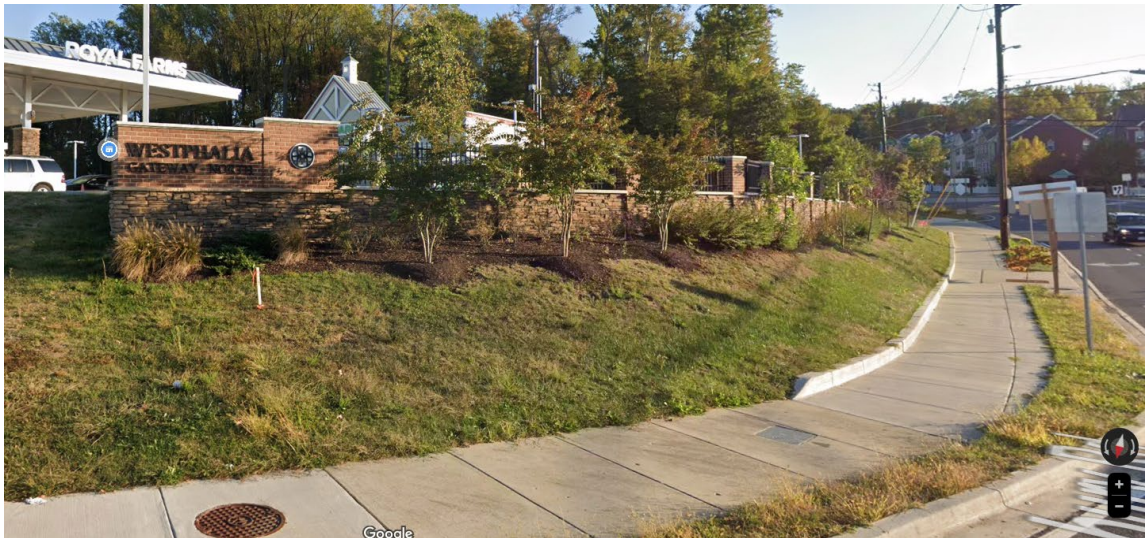
RESPONSE: The Applicant is in agreement with the above condition which applied to abutting Lot 1, (the westernmost lot in CSP-07002 that has frontage on Sansbury Road), and the above requirements were fully addressed at the time of DSP-08043-01. The subject DSP application for Lot 2 has no street frontage along Sansbury Road.

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

RESPONSE: The Applicant is agreement with the above condition and it has been fully satisfied. As noted in the Planning Board Resolution for DSP-08043-01, the required MIHP Form was submitted to the Historic Preservation and Public Facilities Planning Section on September 9, 2008, (*See Page 21 of PGCPB No. 16-71*).

7. ***At the time of detailed site plan review for the first commercial/retail building for the subject property, the site will be evaluated for conformance to the gateway design guidelines of the Westphalia Sector Plan. Review should include items such as gateway entrance features, architectural design, materials, colors, landscape palette, and streetscape features and amenities. It is anticipated that the DSP for the Westphalia Row property and the PB & J property will establish these features in conjunction with the Westphalia Gateway Subcommittee, and that the design of gateway features for both properties should be similar or complimentary to one another, dependent upon the final uses approved for each site. The applicant may be required to provide an easement for the location of a gateway feature at the Ritchie Marlboro Road and Sansbury Road.***

RESPONSE: The Applicant is agreement with the above condition and it has been fully satisfied. Gateway signage was reviewed and approved with DSP-08043-01 and has already been constructed on abutting Lot 1 along the corner of Ritchie Marlboro Road and Sansbury Road, (*see image below of existing conditions*).



8. ***The following note shall be placed on the final plat of subdivision:***

"Development is subject to restrictions shown on the approved Type I tree conservation plan (TCP I/031/07), or as modified by the Type II 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 Conservation Ordinance. 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."

RESPONSE: The Applicant is in agreement with the above condition, and it has been fully satisfied. The above note was added to the recorded plat, (*see Note 4 on Plat SJH 246-29*).

9. The proposed development shall be limited to a mix of uses where the net new trips shall not exceed 207 AM and 269 PM peak-hour trips.

RESPONSE: The Applicant is in agreement with the above condition. As noted in the Trip Generation Letter prepared by Lenhart Traffic Consultants and submitted with this application, the existing development on Lot 1 and the proposed development on Lot 2 are well below the established trip cap approved for the Property. An appropriate number of trips will also remain for the future development of Lot 3.

10. Prior to the issuance of any building permits 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. Sansbury Road/D'Arcy Road intersection

Provide a separate left and right turn lanes for the D'Arcy Road approaches. Since these additional improvements will not lower the delay below 50 seconds in any given movement, and per the requirement of DPW&T, the applicant shall conduct a traffic signal warrant study and install a signal if deem to be warranted AND approved by DPW&T.

b. Ritchie Marlboro Road/White House Road intersection

Provide the following improvements:

Northbound approach: 2 left turn lanes and a shared left-through-right lane.

c. Sansbury Road/Ritchie Marlboro Road intersection

Provide a third eastbound and westbound through lane.

RESPONSE: The Applicant is in agreement with the above condition.

11. There shall be no direct access to Ritchie Marlboro Road from Lot 1.

RESPONSE: The Applicant is in agreement with the above condition. Lot 1 is not included in the submitted DSP.

12. Access to Sansbury Road shall be limited to a right-in right-out only.

RESPONSE: The Applicant is in agreement with the above condition. The above requirement is further stated on the recorded plat, (*see Note 6 on Plat SJH 246-29*). Access to Sansbury Road is limited to a right-in, right-out entrance along the rear of Lot 1, which is not included in the subject DSP application.

The subject DSP for Lot 2 has its sole street frontage on Ritchie Marlboro Road, a designated arterial roadway, (A-36). A variation request from Section 24-121(a)(3) was approved on April 24, 2008, for the access points along Ritchie Marlboro Road as part of PPS 4-07057, (PGCPB Resolution No. 08-51).

13. At time of detailed site plan for the first commercial/retail building, the applicant shall demonstrate that the proposed development provides a development style that is more consistent with that shown in Exhibit 19 of the public record for the 2007 Westphalia Sectional Map Amendment, conforms with and promotes policy 6 in strategy IV, and also with the vision, strategy, and design principles in the Westphalia Sector Plan concerning an attractive gateway into Westphalia.

RESPONSE: This condition was fully addressed at the time of DSP-08043-01, which approved the first commercial/retail building for the overall property included in CSP-07002. Exhibit 19 depicts a perspective illustration of future Sansbury Road showing the main street development character referenced in the Westphalia Sector Plan. Exhibit 19 also included a gas station and convenience store at the eastern corner of Sansbury Road and Ritchie Marlboro Road as a potential development option.

The Planning Staff found that while the gas station and food and beverage store would not create the anticipated walkable "main street" commercial contemplated by the sector plan, that the uses had been part of the sector plan since its adoption. As such, the Planning Board found the proposed development would be consistent with the vision, strategy, and design principles of the sector plan to create an attractive gateway into the Westphalia area. As previously noted, DSP-08043-01 was approved for the first commercial/retail building on the subject Property. As such, the above condition has been fully satisfied.

14. At the time of detailed site plan for the first commercial/retail building, the applicant shall provide to the District Council, any plans or specifications that the applicant may have, with reference to its efforts to achieve the Westphalia Sector Plan's policy goal of ensuring minority participation.

RESPONSE: The above information was provided to the District Council during the

review of DSP-08043-01, which was approved for the first commercial/retail building on the subject Property. As such, the above condition has been fully satisfied.

15. To avoid access problems and other circulation issues, no restaurant on the subject property shall have a drive-through window or facility.

RESPONSE: On June 26, 2025, the Planning Board approved CSP-07002-01 and deleted the above condition via PGCPB Resolution No. 2025-046.

Preliminary Plan of Subdivision, PPS 4-07057

On April 24, 2008, the Planning Board approved PPS 4-07057 and Type I Tree Conservation Plan, TCPI/031/07, including a Variation from Section 24-121(a)(3) for Lots 2 & 3 with 14 conditions via PGCPB Resolution No. 08-51. The following conditions are relevant to the review of the proposed DSP:

1. Prior to signature approval of the preliminary plan of subdivision, the following technical corrections shall be made:

a. Locate existing water and sewer lines.

b. Provide reference that development is subject to CSP-07002.

c. Provide a note that a variation was approved to Section 24-121(a)(3) for direct vehicular access to Ritchie Marlboro Road and the restrictions of that approval.

d. Add a note that a raze permit is required to remove the existing structure, and that the well and septic systems must be properly abandoned before the release of the grading permit.

RESPONSE: The above plan revisions were fully addressed prior to signature approval of the PPS.

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

RESPONSE: The Applicant is in agreement with the above condition. On June 9, 2016, the Planning Board approved DSP-08043-01, Type II Tree Conservation Plan, TCPII/021/09/01, and Alternative Compliance, AC-16003, for Lot 1 with 1 condition via PGCPB Resolution No. 16-71. The submitted DSP application for Lot 2 also includes a companion Type II Tree Conservation Plan.

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

RESPONSE: Stormwater Management Concept Plan No. 38441-2006-02 was approved by the Department of Inspection and Enforcement (DPIE) on December 24, 2014. On September 10, 2025, Site Development Concept Plan No. SIT-00602-2024 was approved by DPIE. Copies of the approved SDCP and letter have been included in the DSP submission package.

4. Any residential development of the subject property shall require the approval of a new preliminary plan of subdivision prior to the approval of a detailed site plan proposing such use.

RESPONSE: The Applicant is in agreement with the above condition. No residential development is proposed.

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

RESPONSE: The Applicant is in agreement with the above condition.

6. Prior to the approval of the detailed site plan (DSP) the applicant shall submit evidence that the access easement (Liber 17192 Folio 049) dated April 7, 2003, that encumbers Lot 3 to serve Parcel 140 to the east has been abandoned. If the applicant is unable to obtain the abandonment, the DSP shall delineate the full extent of the easement and ensure uninterrupted access to Parcel 140. The layout shall be designed so that there will be no vehicular or pedestrian conflict between the development on Lot 3 and the use of the easement by the owners of Parcel 140.

RESPONSE: Detailed Site Plan, DSP-08043, and Type II Tree Conservation Plan, TCPII/021/09, were approved on July 9, 2009, for infrastructure for grading and utilities per PGCPB Resolution No. 09-98. As noted on Page 12 of Planning Board Resolution, PGCPB No. 16-71, (for DSP-08043-01), the above condition was full addressed prior to the certification of the parent Detailed Site Plan application for the Property.

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

RESPONSE: The Applicant is in agreement with the above condition. The prior access

easement serving Parcel 140 was vacated pursuant to a Deed of Vacation of Easement dated May 5, 2008, and recorded in Land Records at Liber 34981 at Folio 310 (see attached EXHIBIT B). The above requirements in Condition 7 were further stated on the recorded plat, (*see Note 5 on Plat SJH 246-29*). No new driveway entrances are being proposed along Ritchie Marlboro Road for Lots 2 or 3, other than the two entrances previously authorized by the Planning Board at the time of PPS 4-07057. At that time, the Planning Board approved a variation request from Section 24-121(a)(3) of the Subdivision Regulations for the two entrances along Ritchie Marlboro Road, a designated master-planned arterial roadway (A-36). No revisions are being requested for the driveway locations or widths at this time.

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

RESPONSE: The Applicant is in agreement with the above condition. As noted in the Trip Generation Letter prepared by Lenhart Traffic Consultants and submitted with this application, the existing development on Lot 1 and the proposed development on Lot 2 are well below the established trip cap approved for the Property. An appropriate number of trips will also remain for the future development of Lot 3.

9. Prior to the issuance of any building permits 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. Sansbury Road/D'Arcy Road intersection

Provide a separate left and right turn lanes for the D'Arcy Road approaches. Since these additional improvements will not lower the delay below 50 seconds in any given movement, and per the requirement of DPW&T, the applicant shall conduct a traffic signal warrant study and install a signal if deem to be warranted AND approved by DPW&T.

b. Ritchie Marlboro Road/White House Road intersection

Provide the following improvements:

- ***Northbound approach: two left-turn lanes and a shared left-through-right lane***

c. Sansbury Road/Ritchie Marlboro Road intersection

- ***Provide a third eastbound and westbound through lane***

RESPONSE: The Applicant is in agreement with the above condition.

10. The final plat shall carry a note that access to Sansbury Road from this site shall be limited to a right-in/right-out only.

RESPONSE: The above condition has been fully satisfied. The above note was added to the recorded plat, (see Note 5 on Plat SJH 246-29).

11. Prior to the issuance of grading permits the applicant shall demonstrate that any abandoned well and septic system has been pumped, backfilled and/or sealed in accordance with COMAR 26.04.04 by a licensed well driller or witnessed by a representative of the Health Department.

RESPONSE: The above condition was fully satisfied prior to the issuance of a grading permit for the Property.

12. Prior to signature approval of the preliminary plan, the Type I Tree Conservation Plan, TCPI/031/07, shall be revised as follows:

a. Label any proposed retaining walls. Provide heights and at least ten feet of cleared area on both sides for construction.

b. Show the specimen trees to be removed by placing an "x" over those to be removed.

c. The note on the TCPI shall be revised to state only, "Potential 30-foot drive aisle for future access to the south." The rest of the note shall be removed.

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

RESPONSE: The above plan revisions were fully addressed prior to signature approval of PPS 4-07057, and Type I Tree Conservation Plan, TCPI/031/07.

13. The following note shall be placed on the final plat of subdivision:

"Development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/031/07), or as modified by the Type II 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 Conservation Ordinance. 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."

RESPONSE: The above condition has been fully satisfied. The above note was added to the recorded plat, (see Note 4 on Plat SJH 246-29).

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

RESPONSE: This condition has been fully satisfied. As noted on Page 21 of the Planning Board Resolution for DSP-08043-01, (PGCPB No. 16-71), the required MIHP Form was submitted to the Historic Preservation and Public Facilities Planning Section on September 9, 2008.

J. Signage & Architectural Elevations:

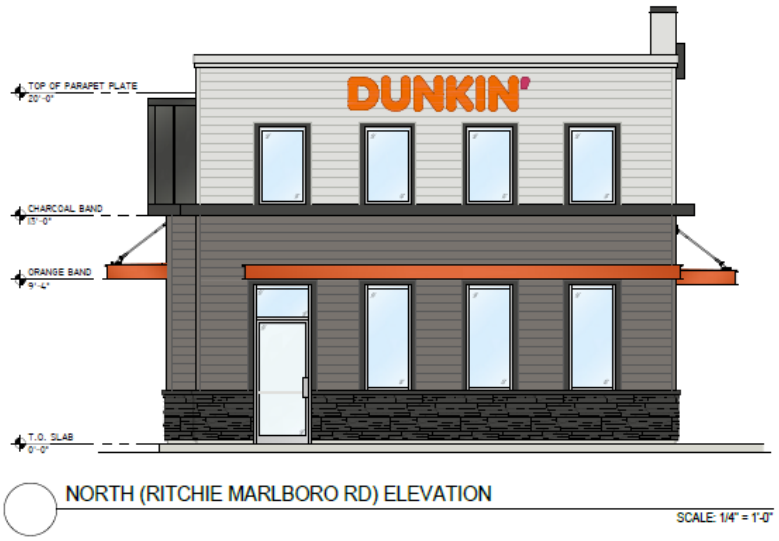
Section 27-613. – Attached to a building or canopy.

(f) Mixed Use Zones.

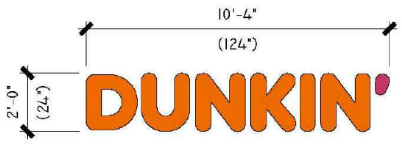
(1) In the Mixed Use Zones, the design standards for all signs attached to a building shall be determined by the Planning Board for each individual development at the time of Detailed Site Plan review. Each Detailed Site Plan shall be accompanied by plans, sketches, or photographs indicating the design, size, methods of sign attachment, and other information the Planning Board requires. In approving these signs, the Planning Board shall find that the proposed signs are appropriate in size, type, and design, given the proposed location and the uses to be served, and are in keeping with the remainder of the Mixed Use Zone development and, in the M-X-C Zone, are in conformance with the sign program as set forth in Section 27-546.04(j).

RESPONSE: The submitted DSP includes the details of the signage proposed on Lot 2. The proposed signs are typical of an eating or drinking establishment with drive-through service, and are as follows:

Building Signage Details – Northern Elevation



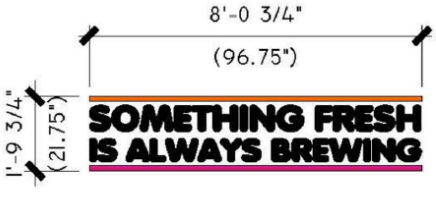
NORTH (RITCHIE MARLBORO RD) ELEVATION
SCALE: 1/4" = 1'-0"



TYPICAL "DUNKIN" SIGN ELEVATION
20.66 SF. FT. BOX

Building Signage Details – Eastern Elevation

EAST (DRIVE-THRU) ELEVATION
SCALE: 1/4" = 1'-0"

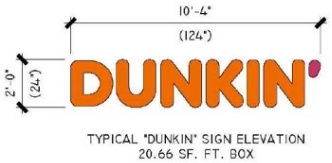


"SFIAB" SIGN ELEVATION
14.61 SQ. FT. BOX

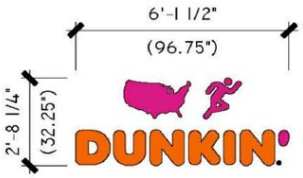
Building Signage Details – Western Elevation

WEST (ROYAL FARMS, SANSBURY RD) ELEVATION

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



TYPICAL "DUNKIN" SIGN ELEVATION
20.66 SF. FT. BOX

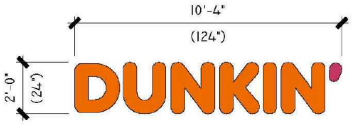


"AROD" SIGN ELEVATION
6.47 SQ. FT. BOX

Building Signage Details – Southern Elevation

SOUTH ELEVATION

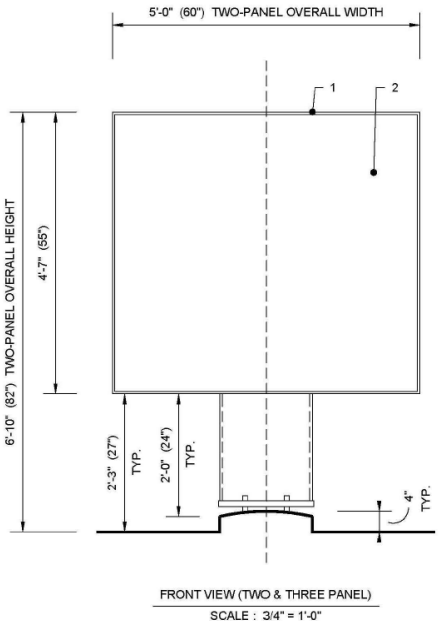
SCALE: 1/4" = 1'-0"



TYPICAL "DUNKIN" SIGN ELEVATION
20.66 SF. FT. BOX

Directional Signage

Menu Board



NOTES

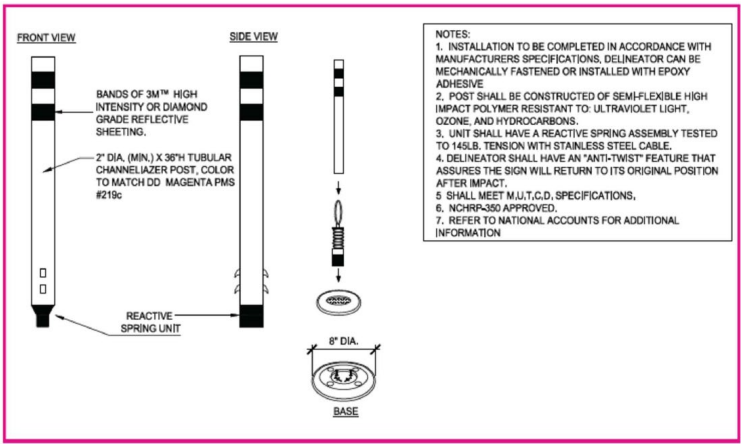
1. MENUBOARD IS POWDER COATED OR PAINTED TO MATCH PTE-04 NEBULOUS WHITE (CABINET, BASE CLADDING, DOOR FRAMES & EXTENDER FRAMES)
2. SAMSUNG OHF SERIES DISPLAY MENUBOARDS, OH55F - 55"

ADDITIONAL NOTES:

ARTWORK FONT : DUNKIN SANS DISPLAY

ELEMENT PROVIDED BY NCR TECHNOLOGY PACKAGE

Drive-Through Lane Delineator



RESPONSE: The above signage is both appropriate and required for a typical Dunkin franchise. The proposed signage is necessary to provide clear instructions and directions for both walk-in and drive-through customers and will help ensure adequate circulation is provided throughout the site in a safe and efficient manner.

Section 27-614 - Freestanding Signs

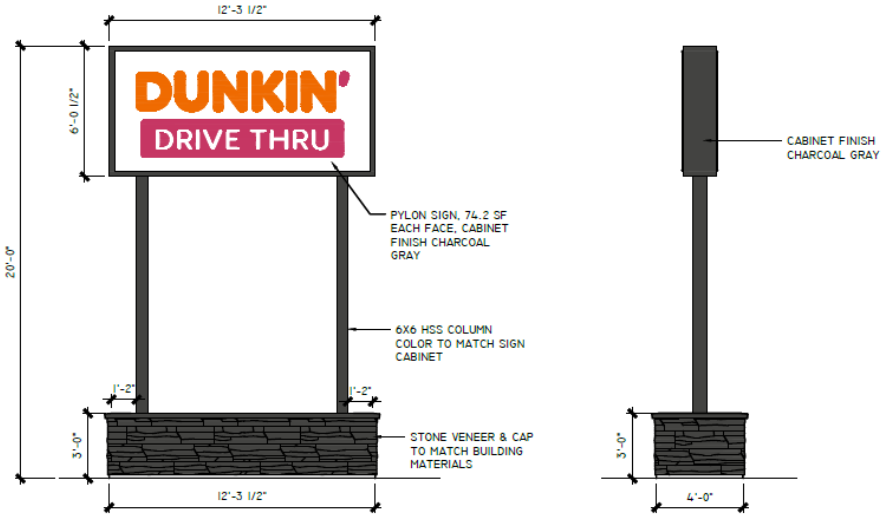
(e) Mixed Use Zones.

(1) In the Mixed Use Zones, the Design Standards for freestanding on-site signs shall be determined by the Planning Board for each development at the time of Detailed Site Plan review. Each Detailed Site Plan shall be accompanied by plans, sketches, or photographs indicating the design, size, methods of sign support, and other information the Planning Board requires. In approving these signs, the Planning Board shall find that the proposed signs are appropriate in size, type, and design, given the proposed location and the use to be served, and are in keeping with the remainder of the Mixed Use Zone development and, in the M-X-C Zone, are in conformance with the sign program as set forth in Section 27-546.04(j).

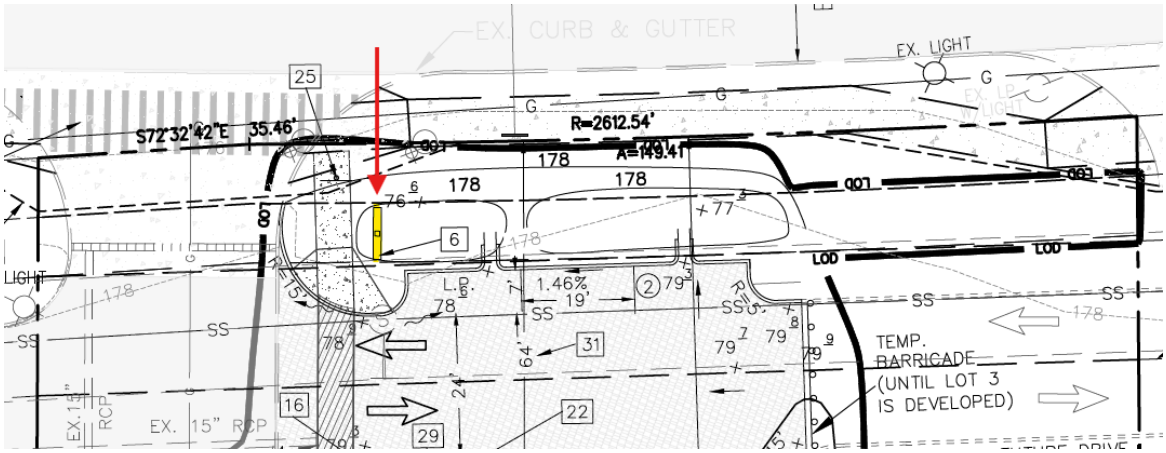
RESPONSE: As shown on Sheet 9 of the submitted DSP, the Applicant has included the details of one proposed freestanding on Lot 2. The proposed sign will be 20-feet in height and have a sign area of approximately 74.2 square feet. As shown on Sheet 5 of the submitted DSP, the sign will be located a minimum of 10-feet behind the front street line, free and clear of the recorded 10-foot-wide public utility easement (PUE). In most standard commercial zones, freestanding signs are only permitted on properties where the main building is setback a minimum of 40 feet from the front street

line. Although the subject Property is located in a mixed-use zone, the proposed building will be setback approximately 64 feet from the front street line. As such, the provision of a freestanding sign on this Property is both necessary and appropriate. In a January 14, 2026, meeting with the Urban Design Section, the planning staff requested that the prior version of the freestanding sign be revised to include a stone veneer base, and a double-pole support system. The requested changes have been incorporated in the revised freestanding sign details that are provided on the submitted DSP, and that are shown below:

Freestanding Sign Details



Proposed Location of Freestanding Sign



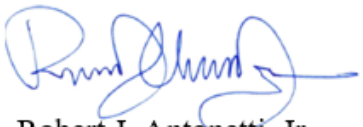
RESPONSE: In comparison, the existing freestanding sign located on abutting Lot 1, and approved for Royal Farms by the Planning Board with DSP-08043-01, is 25 feet in height, and 124 square feet in sign area. The freestanding sign proposed on Lot 2 with the subject DSP application is 20 feet in height, and has a sign area consisting of approximately 74.2 square feet. The proposed freestanding sign includes a stone veneer base and a double-pole support system, and has been appropriately sized for the subject Property.

K. CONCLUSION:

Based on the above reasons, Detailed Site Plan, DSP-24017, meets all requirements for approval set forth in the prior Zoning Ordinance. As such, the Applicant respectfully requests that this DSP application be approved by the Planning Board.

Thank you in advance for your consideration of this application. If you have any questions or comments, please do not hesitate to contact the undersigned.

Sincerely,



Robert J. Antonetti, Jr.

RJA/jjf

cc: DDC Management, LLC
P, B &J, LLC
CDDI

DETAILED SITE PLAN
DSP-24017 FOR DUNKIN' AT SANSBURY CROSSING

MELWOOD (15TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

GENERAL NOTES

1. PROJECT NAME: DUNKIN' AT SANSBURY CROSSING
2. TOTAL GROSS AND NET TRACK ACREAGE: 1.3474 AC. (58,693 S.F.)
3. EXISTING ZONE: RMF-48
   ZONE OF EVALUATION (PRIOR): M-X-T
4. PROPOSED USE OF THE PROPERTY: EATING OR DRINKING ESTABLISHMENT
5. NUMBER OF LOTS: 1 LOT (LOT 2)
6. BREAKDOWN OF PROPOSED DWELLING BY TYPE: N/A
7. 200 SHEET NO: 203SE09
8. TAX MAP/GRID: 074F4
9. AVIATION POLICY AREA: N/A
10. EXISTING WATER/SEWER DESIGNATION: W-3/S-3.
11. PROPOSED WATER/SEWER DESIGNATION: W-3/S-3.
12. STORMWATER MANAGEMENT CONCEPT PLAN NUMBER: SIT-00602-2024, EXP. DATE: 09/10/2028.
13. 10-FOOT PUBLIC UTILITY EASEMENT ALONG ALL RIGHT-OF-WAY.
14. THERE ARE NO CEMETERIES ON OR CONTIGUOUS TO THE PROPERTY.
15. THERE ARE NO HISTORIC SITES ON OR IN THE VICINITY OF THE PROPERTY.
16. THERE IS NO STREAM AND WETLANDS WITHIN THE SITE.
17. THERE IS NO 100 YEAR FLOOD PLAIN ON SITE.
18. THERE IS NO CHESAPEAKE BAY CRITICAL AREA OVERLAY WITHIN THE SITE.
19. BOUNDARY BASED ON BOUNDARY SURVEY DETERMINED BY C.D.D.I.
20. APPLICANT:
    DDC. MANAGEMENT, LLC.
21. OWNER:
    PB&J
22. PROPERTY LOCATION:
    1703 RITCHIE MARLBORO RD, UPPER MARLBORO, MD 20774 (LOT 2)
23. PARKING SPACES:
    EATING AND DRINKING ESTABLISHMENT: 1 SPACE PER 3 PATRON SEATS AND +1 SPACE OF 50 S.F. OF GFA (EXCLUDING ANY AREA EXCLUSIVELY FOR STORAGE OR PATRON SEATING).

    1 SPACES OF 50 OF GFA: GROSS FLOOR AREA: 850 SQ. FT.
    (GFA EXCLUDES MECHANICAL, STORAGE AREAS AND PATRON SEATING AREAS: 1,282 S.F – 432 S.F= 850 GFA).
    850 S.F./50 S.F. = 17 SPACES

    1 SPACE FOR 3 SEATS:
    3 SEATS PROVIDED= 1 SPACE

    PARKING REQUIRED: 18 SPACES
    PARKING PROVIDED: (19' X 9.5') 11 REGULAR PARKING SPACES
    (8' X 16.5') 3 COMPACT PARKING SPACES
    (7' X 19') 3 PARALLEL COMPACT SPACES
    (19' X 16') 1 HANDICAPPED VAN ACCESSIBLE PARKING SPACE
    TOTAL: 18 PARKING SPACES

    A BICYCLE RACK CONTAINING 8 BICYCLE SPACES HAVE BEEN PROVIDED ON SITE.

24. TOTAL MAXIMUM FAR PROPOSED ON LOT 2: 1,282 S.F. OF GFA/ 58,693 S.F.= 0.02 FAR
25. DURING THE CONSTRUCTION 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."
26. NO CONSTRUCTION NOISE SHOULD BE ALLOWED TO ADVERSELY IMPACT ACTIVITIES ON THE ADJACENT PROPERTIES. INDICATE INTENT TO CONFORM TO CONSTRUCTION ACTIVITY NOISE CONTROL REQUIREMENTS AS SPECIFIED IN SUBTITLE 19TH OF THE PRINCE GEORGE'S COUNTY CODE."
27. LOT 2 HAS A NATURAL RESOURCE EQUIVALENCY LETTER (NRI-EL) # NRI-01-2025, WHICH EXPIRES ON 01/24/2030 AND IT HAS AN APPROVED AND IMPLEMENTED TCP2/021-09-01.
28. PRIOR DEVELOPMENT APPROVAL APPLICABLE TO THE SUBJECT PROPERTY: PRELIMINARY PLAN OF SUBDIVISION # 4-07057.

STABILIZATION NOTE:

STABILIZATION PRACTICES ON ALL PROJECTS MUST BE IN COMPLIANCE WITH THE REQUIREMENTS OF COMAR 26.17.1.08 G REGULATIONS BY JANUARY 9, 2013, REGARDLESS OF WHEN AN EROSION AND SEDIMENT CONTROL PLAN WAS APPROVED. FOLLOWING INITIAL SOIL DISTURBANCE OR RE-DISTURBANCE, PERMANENT OR TEMPORARY STABILIZATION MUST BE COMPLETED WITHIN: THREE (3) CALENDAR DAYS AS TO THE SURFACE OF ALL PERIMETER DIKES, SWALES, DITCHES, PERIMETER SLOPES, AND ALL SLOPES STEEPER THAN 3 HORIZONTAL TO 1 VERTICAL (3:L); AND SEVEN (7) CALENDAR DAYS AS TO ALL OTHER DISTURBED OR GRADED AREAS ON THE PROJECT SITE NOT UNDER ACTIVE GRADING.

STATE OF MARYLAND
MASSOUD TOWHIDI
NO. 19644
REGISTERED
PROFESSIONAL ENGINEER

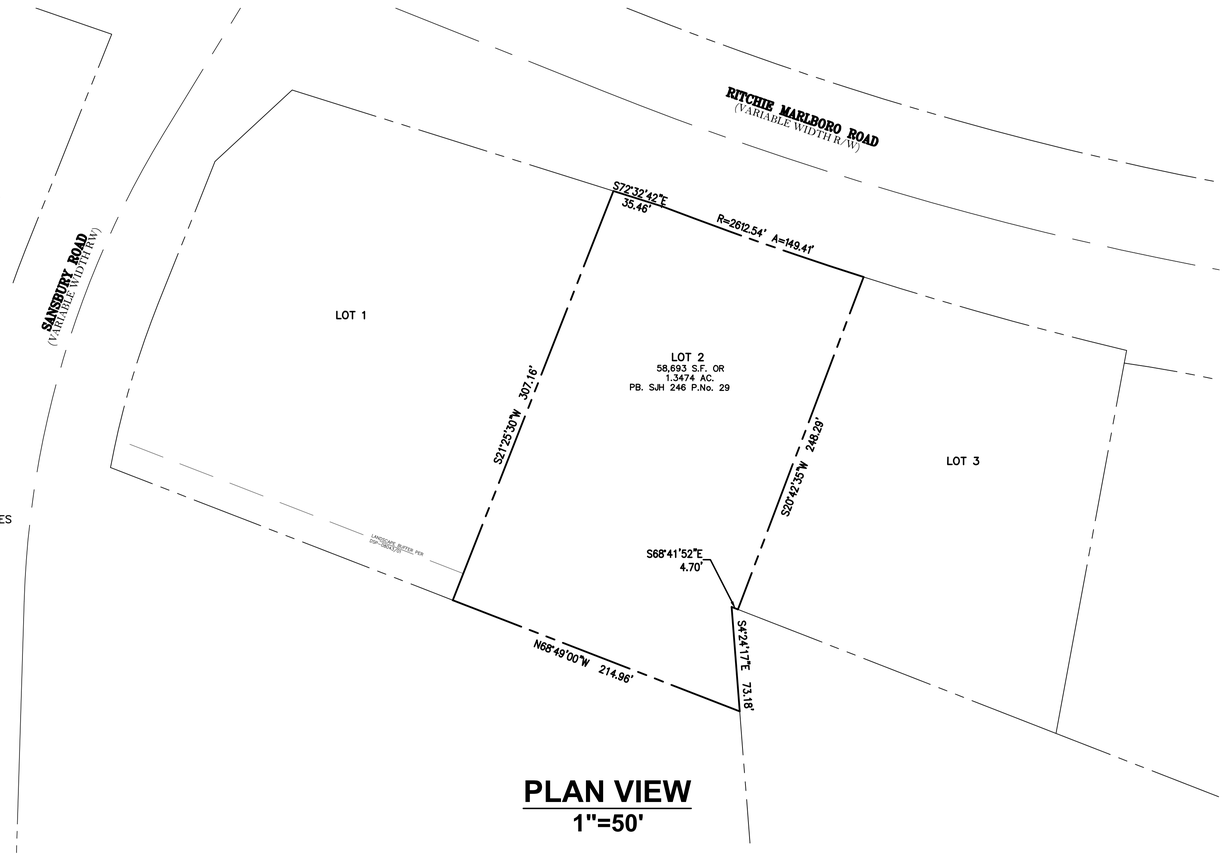
01/23/2026

OWNER:
PB&J
ATTN: MR. PETER HERRING
P.O. BOX 309
UPPER MARLBORO, MD 20773
PETER@ADDISONHERRING.COM
(301) 627-4655

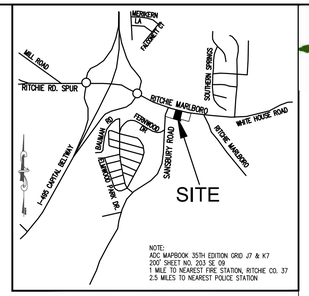
APPLICANT:
DDC MANAGEMENT
ATTN: KONSTANTINO SKRIVANOS
82 FLANDERS ROAD,
WESTBOROUGH, MA. 01581

PROFESSIONAL CERTIFICATION

"I hereby certify that these documents 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. 19644, Expiration Date: 04/18/2026."



PLAN VIEW
1"=50'



VICINITY MAP
SCALE: 1"=2000'

SHEET INDEX

SHEET 1 OF 13	COVER SHEET
SHEET 2 OF 13	APPROVAL SHEET
SHEET 3 OF 13	EXISTING CONDITION PLAN
SHEET 4 OF 13	COMPOSITE SITE/UTILITY PLAN
SHEET 5 OF 13	DETAILED SITE PLAN
SHEET 6 PF 13	ARCHITECTURAL ELEVATIONS
SHEET 7 OF 13	ARCHITECTURAL ELEVATIONS
SHEET 8 OF 13	PHOTOMETRIC STUDY
SHEET 9 OF 13	DETAIL SHEET
SHEET 10 OF 13	DETAIL SHEET
SHEET 11 OF 13	DETAIL SHEET
SHEET 12 OF 13	LANDSCAPE PLAN
SHEET 13 OF 13	LANDSCAPE DETAIL SHEET

DRAINAGE CERTIFICATION:

I HEREBY CERTIFY THAT THIS PLAN CONFORMS TO THE REQUIREMENTS WITH SUBTITLE 32, DIVISION 2 OF THE CODE OF PRINCE GEORGE'S COUNTY WATER RESOURCES PROTECTION AND GRADING CODE; AND THAT I OR MY STAFF HAVE INSPECTED THIS SITE AND THAT DRAINAGE FLOWS FROM UPHILL PROPERTIES ONTO THIS SITE, AND FROM THIS SITE ONTO DOWNHILL PROPERTIES, HAVE BEEN ADDRESSED IN SUBSTANTIAL ACCORDANCE WITH APPLICABLE CODES, AND SIGNED, SEALED AND DATED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MARYLAND.

MASSOUD TOWHIDI, P.E.
MD. REG. #19644

02/09/2026
DATE

UTILITY CERTIFICATION:

I HEREBY CERTIFY THAT THE EXISTING AND/OR PROPOSED UNDERGROUND UTILITY INFORMATION SHOWN HEREON HAS BEEN CORRECTLY DUPLICATED FROM UTILITY COMPANY RECORDS, FURTHER THAT THIS PROJECT HAS BEEN CAREFULLY COORDINATED WITH EACH INVOLVED UTILITY COMPANY, AND ALL AVAILABLE UNDERGROUND UTILITY INFORMATION RELATIVE TO THIS PLAN HAS BEEN SOLICITED FROM THEM.

MASSOUD TOWHIDI, P.E.
MD. REG. #19644

02/09/2026
DATE

SIGNAGE SCHEDULE FOR DUNKIN' AT SANSBURY CROSSING

SING TYPE	WIDHT AND HEIGHT	SIGN AREA (S.F.)
MONUMENT ENTRANCE SIGN	4'-0" X 8'-0"	32'
NORTH ELEVATION BUILDING TYPICAL DUNKIN' SIGN	10'-4" X 2-0"	20.6'
WEST ELEVATION BUILDING TYPICAL DUNKIN' SIGN	10'-4" X 2-0"	20.6'
SOUTH ELEVATION BUILDING TYPICAL DUNKIN' SIGN	10'-4" X 2-0"	20.6'
EAST ELEVATION BUILDING SOMETHING FRESH SIGN	8' -0 3/4" X 1'-9 3/4"	15.83'
WEST ELEVATION BUILDING AROD SIGN	6' - 1 1/2" X 2'-8 1/4"	8.81'
DIRECTIONAL SIGNS (DRIVE THRU, DO NOT ENTER SEE YOU SOON)	40" X 17"	4.7'

THIS BLOCK FOR OFFICIAL USE ONLY
QR label certifies that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.
M-NCPPC
APPROVAL

PROJECT NAME: DUNKIN' DONUTS AT SANSBURY CROSSING
PROJECT NUMBER: DSP-24017
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

DUNKIN'DONUTS
AT SANSBURY CROSSING
MELWOOD (15TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

COVER SHEET
DSP-24017

REVISIONS

DATE: FEB., 2026
DWN. RC | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 24-036
SHEET NO. 1 OF 13

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

DUNKIN' DONUTS AT SANSBURY CROSSING

MELWOOD (15TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

APPROVAL SHEET
DSP-24017

REVISIONS

DATE: JAN., 2026	
DWN. RC	CHECKED MT
SCALE: AS SHOWN	
PROJECT/FILE NO. 24-036	
SHEET NO. 2 OF 13	

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M-NCPPC
APPROVAL

PROJECT NAME: DUNKIN' DONUTS AT SANSBURY CROSSING

PROJECT NUMBER: DSP-24017

For Conditions of Aprproval see Site Plan Cover Sheet or Approval Sheet
Revision number must be included in the Project Number

STABILIZATION NOTE:

STABILIZATION PRACTICES ON ALL PROJECTS MUST BE IN COMPLIANCE WITH THE REQUIREMENTS OF COMAR 26.17.1.08 G REGULATIONS BY JANUARY 9, 2013, REGARDLESS OF WHEN AN EROSION AND SEDIMENT CONTROL PLAN WAS APPROVED. FOLLOWING INITIAL SOIL DISTURBANCE OR RE-DISTURBANCE, PERMANENT OR TEMPORARY STABILIZATION MUST BE COMPLETED WITHIN: THREE (3) CALENDAR DAYS AS TO THE SURFACE OF ALL PERIMETER DIKES, SWALES, DITCHES, PERIMETER SLOPES, AND ALL SLOPES STEEPER THAN 3 HORIZONTAL TO 1 VERTICAL (3:L); AND SEVEN (7) CALENDAR DAYS AS TO ALL OTHER DISTURBED OR GRADED AREAS ON THE PROJECT SITE NOT UNDER ACTIVE GRADING.

UTILITY CERTIFICATION:

I HEREBY CERTIFY THAT THE EXISTING AND/OR PROPOSED UNDERGROUND UTILITY INFORMATION SHOWN HEREON HAS BEEN CORRECTLY DUPLICATED FROM UTILITY COMPANY RECORDS, FURTHER THAT THIS PROJECT HAS BEEN CAREFULLY COORDINATED WITH EACH INVOLVED UTILITY COMPANY, AND ALL AVAILABLE UNDERGROUND UTILITY INFORMATION RELATIVE TO THIS PLAN HAS BEEN SOLICITED FROM THEM.

MASSOUD TOWHIDI, P.E.
MD. REG. #19644

01/23/2026
DATE

DRAINAGE CERTIFICATION:

I HEREBY CERTIFY THAT THIS PLAN CONFORMS TO THE REQUIREMENTS WITH SUBTITLE 32, DIVISION 2 OF THE CODE OF PRINCE GEORGE'S COUNTY WATER RESOURCES PROTECTION AND GRADING CODE; AND THAT I OR MY STAFF HAVE INSPECTED THIS SITE AND THAT DRAINAGE FLOWS FROM UPHILL PROPERTIES ONTO THIS SITE, AND FROM THIS SITE ONTO DOWNHILL PROPERTIES, HAVE BEEN ADDRESSED IN SUBSTANTIAL ACCORDANCE WITH APPLICABLE CODES, AND SIGNED, SEALED AND DATED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MARYLAND.

MASSOUD TOWHIDI, P.E.
MD. REG. #19644

01/23/2026
DATE

STATE OF MARYLAND
MASSOUD TOWHIDI
NO. 19644
REGISTERED
PROFESSIONAL ENGINEER

01/23/2026

PROFESSIONAL CERTIFICATION

"I hereby certify that these documents 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. 19644, Expiration Date: 04/18/2027."

LEGEND:

EXISTING:

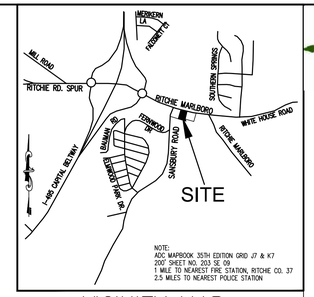
- FIRE HYDRANT
- WATER VALVE
- WATER MANHOLE
- STORM DRAIN MANHOLE
- LIGHT POLE
- POWER POLE
- GAS VALVE
- FENCE LINE
- SIGN
- TREE
- TREE LINE
- OHW OVER HEAD WIRES
- 2 INTER. 2' CONTOUR
- 10 INDEX 10' CONTOUR
- SEWER
- GAS EX. GAS
- EX. WATER
- COM EX. COMM. CABLE
- PAVEMENT

NORTH

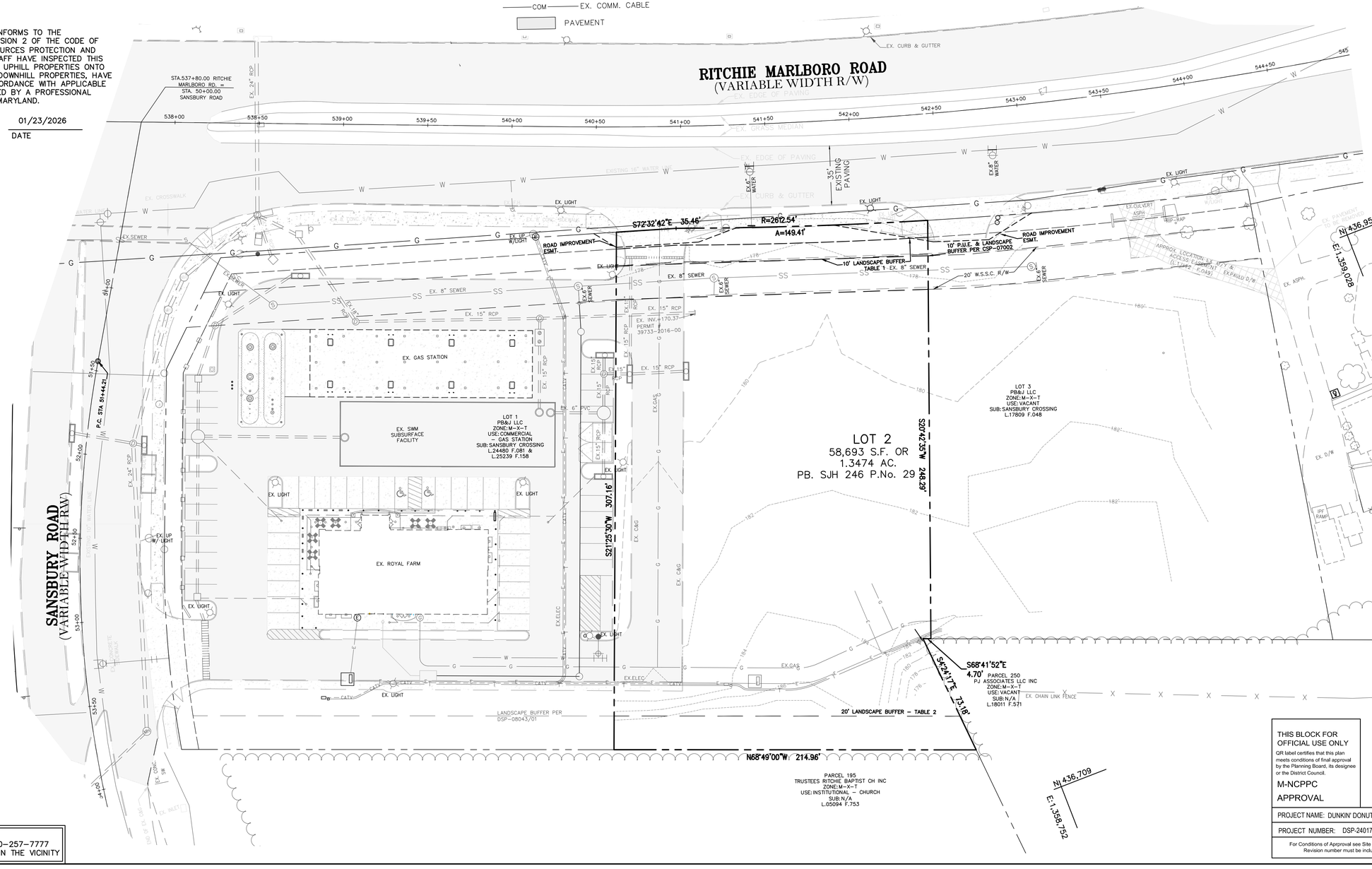
GRAPHIC SCALE

30 0 15 30 60 90

(IN FEET)
1 inch = 30 ft.



VICINITY MAP
SCALE: 1"=2000'



MISS UTILITY
FOR LOCATION OF UTILITIES CALL 1-800-257-7777
48 HOURS IN ADVANCE OF ANY WORK IN THE VICINITY

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M-NCPPC
APPROVAL

PROJECT NAME: DUNKIN' DONUTS AT SANSBURY CROSSING

PROJECT NUMBER: DSP-24017

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS - PLANNERS - SURVEYOR'S
4600 POWDER MILL ROAD - SUITE 200 - BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

DUNKIN' AT SANSBURY CROSSING

MELWOOD (15TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

EXISTING CONDITION PLAN

REVISIONS

DATE: DEC., 2025
DWN. RC | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 24-036
SHEET NO. 3 OF 13

STATE OF MARYLAND
MASSOUD TOWHIDI
NO. 19644
REGISTERED
PROFESSIONAL ENGINEER

02/09/2026

PROFESSIONAL CERTIFICATION

"I hereby certify that these documents 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. 19644, Expiration Date: 04/18/2027."

UTILITY CERTIFICATION:

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MASSOUD TOWHIDI, P.E.
MD. REG. #19644

02/09/2026
DATE

DRAINAGE CERTIFICATION:

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MASSOUD TOWHIDI, P.E.
MD. REG. #19644

02/09/2026
DATE

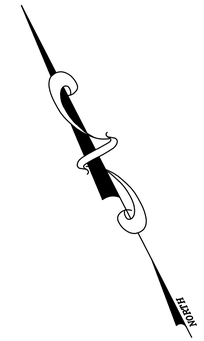
LEGEND:

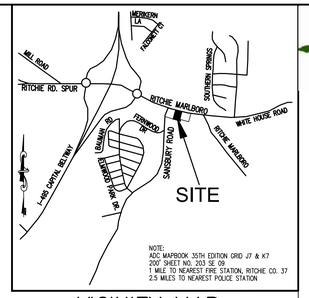
EXISTING:

- FIRE HYDRANT
- WATER VALVE
- WATER MANHOLE
- STORM DRAIN MANHOLE
- LIGHT POLE
- POWER POLE
- GAS VALVE
- FENCE LINE
- SIGN
- TREE
- TREE LINE
- OHW — OVER HEAD WIRES
- 2 — INTER. 2' CONTOUR
- 10 — INDEX 10' CONTOUR
- SEWER
- GAS — EX. GAS
- EX. WATER
- COM — EX. COMM. CABLE
- PAVEMENT

PROPOSED:

- WATER VALVE
- YARD INLET
- STORM DRAIN PIPE
- BUILDING
- LOD — LIMIT OF DISTURBANCE
- DRY WELL
- SOIL BORING
- BIOSWALE/MICRO-BIORETENTION

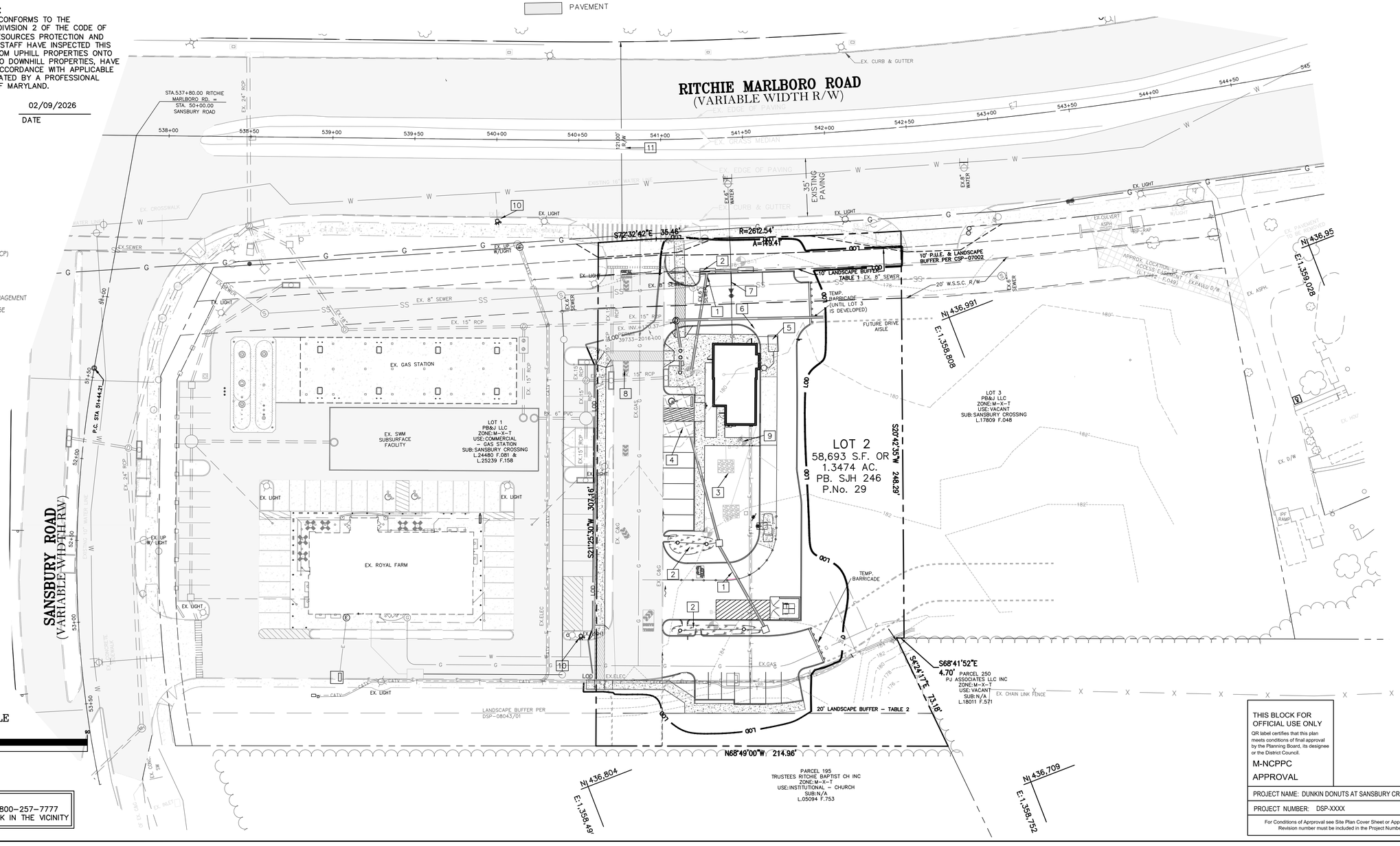


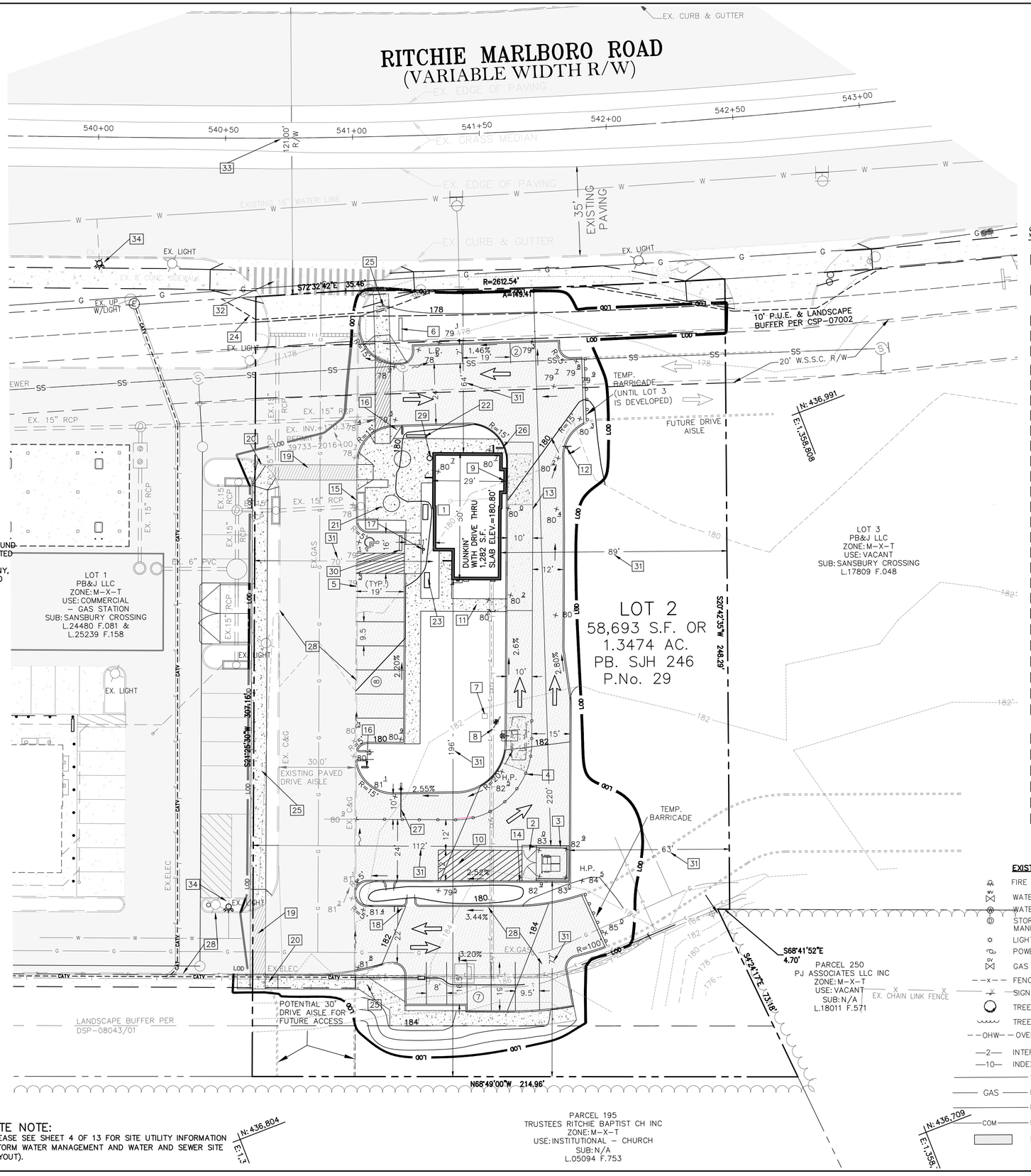


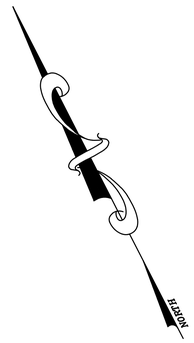
VICINITY MAP
SCALE: 1"=2000'

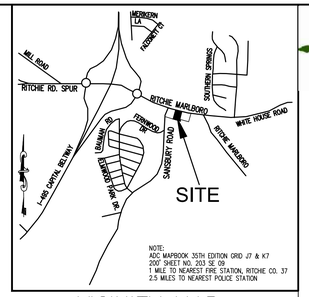
SITE KEYNOTES

1. 15" REINFORCE CONCRETE PIPE (RCP)
2. SWM INLET
3. DRYWELL
4. SUBSURFACE STORM WATER MANAGEMENT
5. GREASE INTERCEPTOR PLAN (PLEASE SEE PLUMBING PLAN)
6. PROPOSED SEWER.
7. PROPOSED 6" WATER.
8. ASPHALT GRAPHIC SIGN
9. SOIL BORING
10. EXISTING FIRE HYDRANT
11. RIGHT-OF-WAY DIMENSION (VARIABLE WIDTH R/W)









VICINITY MAP
SCALE: 1"=2000'

SITE KEYNOTES

1. SITE CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR THE EXACT DIMENSIONS OF THE BUILDING AND THE LOCATION OF DOORWAYS, UTILITIES, ETC.
2. GATES TO BE INSTALLED BY BUILDING CONTRACTOR WITH DUMPSTER STRUCTURE. COORDINATE WITH PAVEMENT INSTALLATION.
3. 12'x12' TRASH ENCLOSURE WITH 18.6'x14' CONCRETE APRON (REFER TO ARCHITECTURAL AND DETAIL)
4. LANE DELINEATOR (REFER TO MANUFACTURERS SPECIFICATIONS)
5. EXISTING CURB TO BE REMOVED
6. ENTRANCE MONUMENT SIGN
7. ELECTRIC EQUIPMENT
8. MENU BOARD AND SPEAKER POST (REFER TO ARCHITECTURAL PLANS)
9. PAY / PICK UP WINDOW
10. 33' X 12' LOADING SPACE
11. 5' CONCRETE SIDEWALK
12. DO NOT ENTER DIRECTIONAL SIGN
13. 6" LINE STRIPING PAINT (WHITE)
14. PROPOSED CONCRETE CURB & GUTTER
15. EXISTING INLET
16. DIRECTIONAL SIGN
17. HANDICAP PARKING SIGN
18. CURB OPENING
19. CROSSWALK
20. RAMP
21. PICNIC TABLE
22. BIKE RACK
23. BENCH
24. ROAD IMPROVEMENT EASEMENT
25. 6' CONCRETE SIDEWALK/WALKWAY
26. DIRECTIONAL SIGN (SEE YOU SOON/DO NOT ENTER SIGN)
27. VEHICLE HEIGHT DETECTOR (VHD BAR).
28. PRIVATE ROADWAY RECIPROCAL AGREEMENT FOR LOT 1, 2 AND 3 (L. 40820 F. 483)
29. TRASH RECEPTACLE
30. WHEEL STOP
31. STRUCTURE SET-BACK DIMENSION
32. CONTINENTAL CROSSWALK
33. RIGHT OF WAY DIMENSION
34. EXISTING FIRE HYDRANT

LEGEND:

EXISTING:

- FIRE HYDRANT
- WATER VALVE
- WATER MANHOLE
- STORM DRAIN MANHOLE
- LIGHT POLE
- POWER POLE
- GAS VALVE
- FENCE LINE
- SIGN
- TREE
- TREE LINE
- OHW OVER HEAD WIRES
- 2 INTER. 2' CONTOUR
- 10 INDEX 10' CONTOUR
- SEWER
- GAS EX. GAS
- EX. WATER
- COM EX. COMM. CABLE
- EX. PAVEMENT

PROPOSED:

- TRAFFIC DIRECTION SIGN
- SIGN
- BUILDING RESTRICTION LINE(TYP.)
- 20 CONTOUR
- BUILDING
- LOD LIMIT OF DISTURBANCE
- PROPOSED PAVEMENT

STABILIZATION NOTE:

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MASSOUD TOWHIDI, P.E.
MD. REG. #19644

02/09/2026
DATE

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MASSOUD TOWHIDI, P.E.
MD. REG. #19644

02/09/2026
DATE

STATE OF MARYLAND
MASSOUD TOWHIDI
NO. 19644
REGISTERED PROFESSIONAL ENGINEER

01/26/2026

PROFESSIONAL CERTIFICATION

"I hereby certify that these documents 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. 19644, Expiration Date: 04/18/2027."

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

MISS UTILITY
FOR LOCATION OF UTILITIES CALL 1-800-257-7777
48 HOURS IN ADVANCE OF ANY WORK IN THE VICINITY

SITE NOTE:

PLEASE SEE SHEET 4 OF 13 FOR SITE UTILITY INFORMATION (STORM WATER MANAGEMENT AND WATER AND SEWER SITE LAYOUT).

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M-NCPPC APPROVAL

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS - PLANNERS - SURVEYOR'S
4600 POWDER MILL ROAD - SUITE 200 - BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

DUNKIN' AT SANSBURY CROSSING

MELWOOD (15TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

DETAILED SITE PLAN

REVISIONS

DATE: JAN, 2026	
DWN. RC	CHECKED MT
SCALE: 1' = 20'	
PROJECT/FILE NO. 24-036	
SHEET NO. 5 OF 13	

PROJECT NAME: DUNKIN DONUTS AT SANSBURY CROSSING

PROJECT NUMBER: DSP-24017

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

EXTERIOR FINISH MATERIAL SCHEDULE

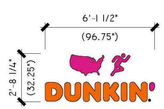
FIN.	TAG	DESCRIPTION	NOTES
	MT-1	PAINTED METAL COATING	COLOR MATCH SW "IRON ORE" STANDING SEAM ROOF
	PC-04	PAINTED METAL COATING	COLOR MATCH SW "NEBULOUS WHITE" METAL COPING
	PC-13	PAINTED METAL COATING	DD ORANGE / SW "COLOR #5059990" CANOPIES AND ACCENT BAND
	PS-01	FIBER CEMENT LAP SIDING	COLOR MATCH SW "GAUNTLET GRAY" DUNKIN FIELD
	PS-03	FIBER CEMENT LAP SIDING	COLOR MATCH SW "CAMELBACK" ACCENT
	PS-04	FIBER CEMENT LAP SIDING	COLOR MATCH SW "NEBULOUS WHITE" DUNKIN FIELD
	PTE-01	EXTERIOR PAINT	SW "GAUNTLET GRAY" DOWNSPOUTS, ELECTRICAL GEAR, ROOF LADDER
	PTE-02	EXTERIOR PAINT	SW "IRON ORE" ACCENT BAND, SERVICE DOOR
	ST-01	STONE VENEER	CORONADO STONE PRODUCTS PRO-LEDGE "BLACK FOREST" DRYSTACK FINISH

EAST (DRIVE-THRU) ELEVATION

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

TYPICAL "DUNKIN" SIGN ELEVATION
20.66 SF. FT. BOX

"SFIAB" SIGN ELEVATION
14.61 SQ. FT. BOX



"AROD" SIGN ELEVATION
6.47 SQ. FT. BOX

EXTERIOR SIGN ELEVATION

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

NORTH (RITCHIE MARLBORO RD) ELEVATION

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

QSR|R Quick Service Restaurant | Retail Design Group, LLC
584 Bellerive Road, Suite 3D Annapolis, MD 21409
Ph. No. (301) 364-9880

DUNKIN'

THIS BLOCK FOR OFFICIAL USE ONLY

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M-NCPPC APPROVAL

PROJECT NAME: DUNKIN DONUTS AT SANSBURY CROSSING

PROJECT NUMBER: DSP-24017

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

DUNKIN'DONUTS AT SANSBURY CROSSING

MELWOOD (15TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

ARCHITECTURAL ELEVATIONS

REVISIONS

DATE: DEC, 2025

DWN.	CHECKED
RC	MT

SCALE: N.T.S.

PROJECT/FILE NO. 24-036

SHEET NO. 6 OF 13

EXTERIOR FINISH MATERIAL SCHEDULE

FIN.	TAG	DESCRIPTION	NOTES
	MT-1	PAINTED METAL COATING	COLOR MATCH SW "IRON ORE" STANDING SEAM ROOF
	PC-04	PAINTED METAL COATING	COLOR MATCH SW "NEBULOUS WHITE" METAL COPING
	PC-13	PAINTED METAL COATING	DD ORANGE / SW "COLOR #5059990" CANOPIES AND ACCENT BAND
	PS-01	FIBER CEMENT LAP SIDING	COLOR MATCH SW "GAUNTLET GRAY" DUNKIN FIELD
	PS-03	FIBER CEMENT LAP SIDING	COLOR MATCH SW "CAMELBACK" ACCENT
	PS-04	FIBER CEMENT LAP SIDING	COLOR MATCH SW "NEBULOUS WHITE" DUNKIN FIELD
	PTE-01	EXTERIOR PAINT	SW "GAUNTLET GRAY" DOWNSPOUTS, ELECTRICAL GEAR, ROOF LADDER
	PTE-02	EXTERIOR PAINT	SW "IRON ORE" ACCENT BAND, SERVICE DOOR
	ST-01	STONE VENEER	CORONADO STONE PRODUCTS PRO-LEDGE "BLACK FOREST" DRYSTACK FINISH

WEST (ROYAL FARMS, SANSBURY RD) ELEVATION

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

SOUTH ELEVATION

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

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M-NCPPC APPROVAL

PROJECT NAME: DUNKIN DONUTS AT SANSBURY CROSSING

PROJECT NUMBER: DSP-24017

For Conditions of Aprproval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

Quick Service Restaurant | Retail
Design Group, LLC
584 Bellerive Road, Suite 3D Annapolis, MD 21409
Ph. No. (301) 364-9880

DUNKIN'

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

DUNKIN' DONUTS
AT SANSBURY CROSSING
MELWOOD (15TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

DETAIL SHEET

REVISIONS

DATE: DEC, 2025

DWN. RC | CHECKED MT

SCALE: N.T.S.

PROJECT/FILE NO. 24-036

SHEET NO. 7 OF 13

Luminaire Schedule					
Symbol	Qty	Label	Description	Luminaire Watts	Luminaire Lumens
	1	A490 (EX)	OSQ-A-xx-4ME-U-57K (EXISTING)	211.7	22791
	1	A4390 (EX)	OSQ-A-xx-4ME-U-57K (EXISTING)	211.7	22791
	1	A4 (EX)	OSQ-A-xx-4ME-U-57K (EXISTING)	211.7	22791
	4	P4	PRV-C40-D-UNV-T4-BZ-HSS	131	15518

Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Parking Lot	Illuminance	Fc	3.71	18.8	0.6	6.18	31.33
Property Line	Illuminance	Fc	2.12	17.9	0.0	N.A.	N.A.

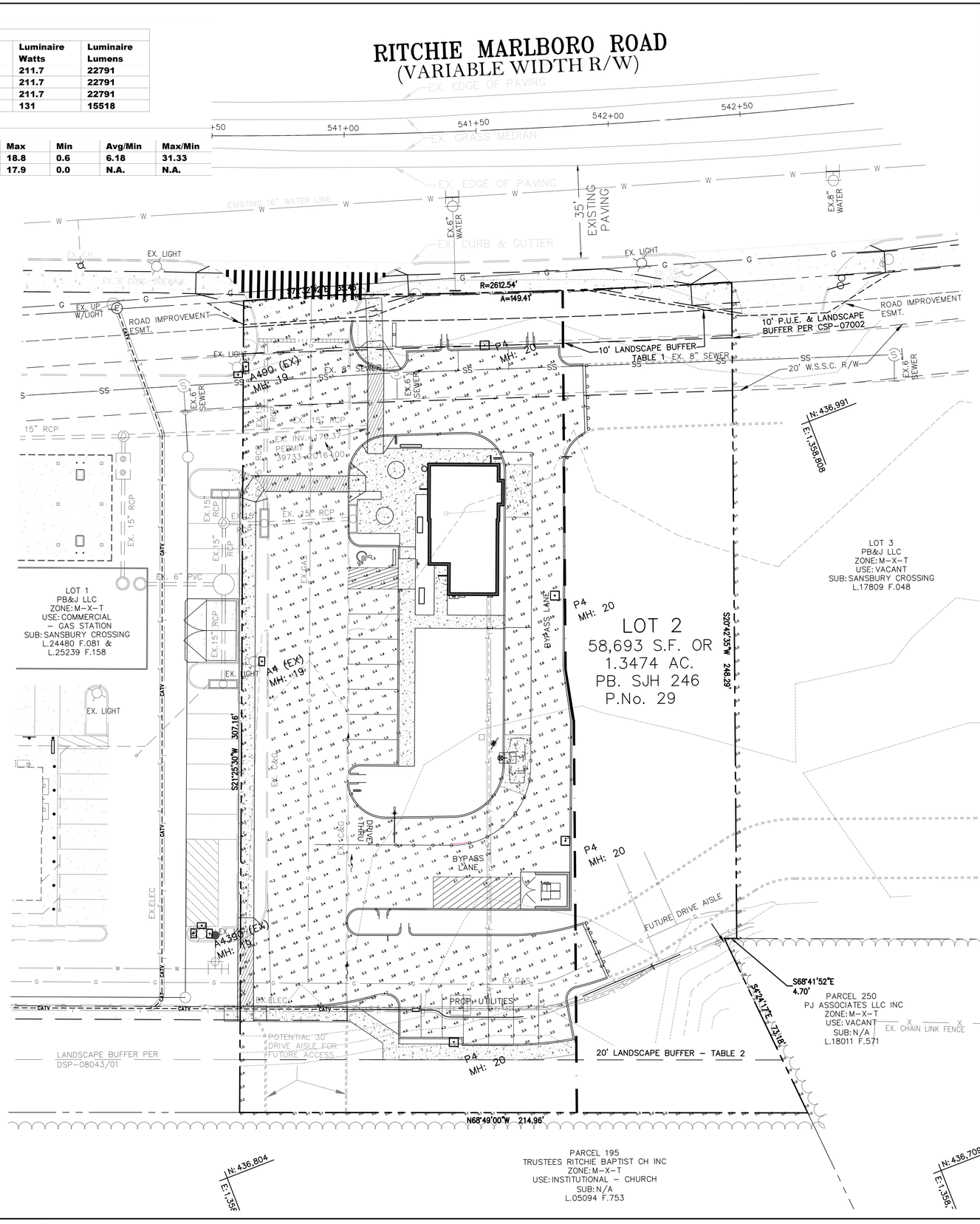
Luminaires & Lamps Furnished By Villa Lighting Inc. St Louis, MO. 63103
(800)325-0693
www.villalighting.com

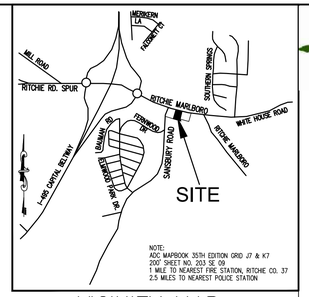
The electrical contractor shall be responsible for receiving, storage, installation and wiring of light fixtures.

The electrical contractor shall report any damaged light fixtures or missing parts to Villa Lighting within 48 hours of receipt of light fixture package.

Design is based on current information provided at the time of request. Any changes in mounting height, mounting location, lamp wattage, lamp type, and existing field conditions that effect any of the previously mentioned will void the current layout and require a change request and recalculation. Calculations are based upon a computer simulation and actual field calculations may vary.

Fixtures mounted on 17' pole & 3' base
Light level calculated on the ground





VICINITY MAP
SCALE: 1"=2000'

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DUNKIN' AT SANSBURY CROSSING

MELWOOD (15TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

SITE LIGHTING PHOTOMETRIC PLAN

REVISIONS

DATE: JAN, 2026	
DWN. RC	CHECKED MT
SCALE: 1' = 20'	
PROJECT/FILE NO. 24-036	
SHEET NO. 8 OF 13	

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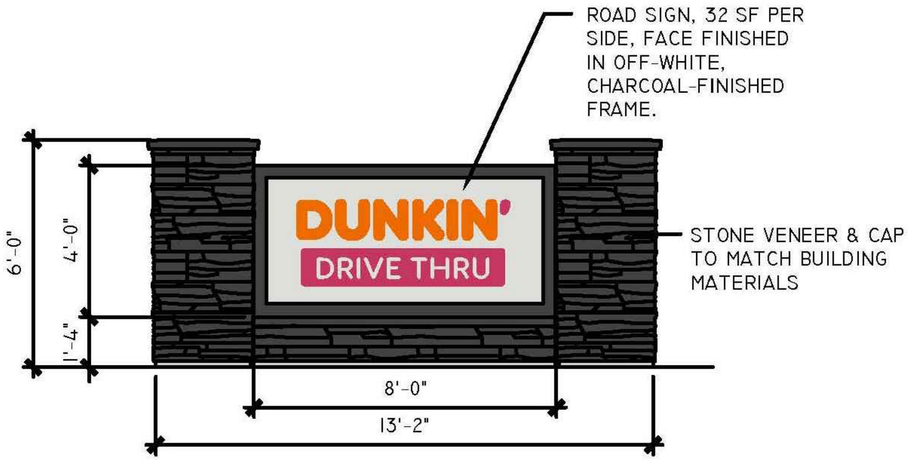
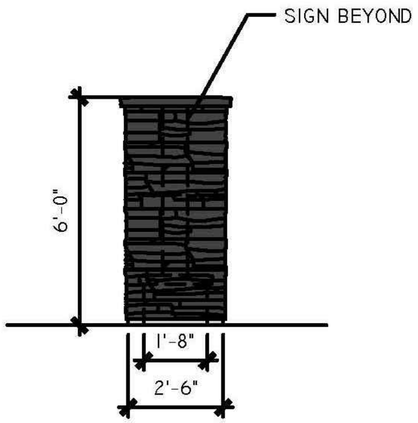
M-NCPPC
APPROVAL

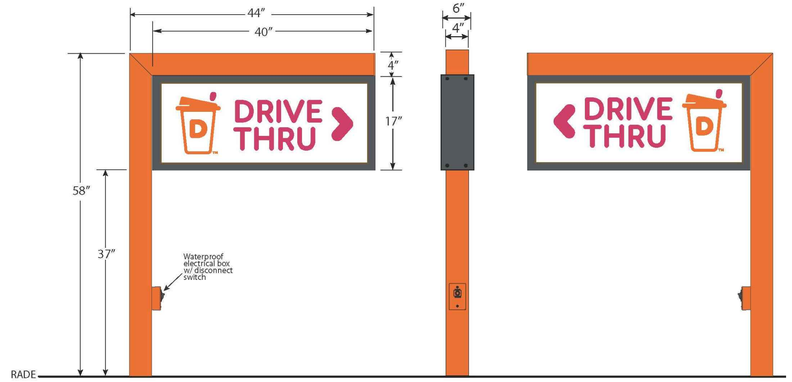
PROJECT NAME: DUNKIN DONUTS AT SANSBURY CROSSING
PROJECT NUMBER: DSP-24017
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

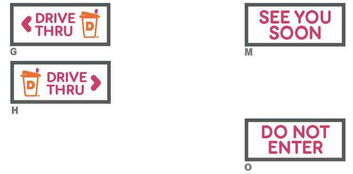




ENTRANCE MONUMENT SIGN

SECTION SCALE: N.T.S.





GENERAL SPECIFICATIONS:

Materials:
6"x 1"x .063" aluminum extrusion frame; 1" aluminum face retainer; 4"x 4"x .075" sq. tube support; Flat polycarbonate faces

Cabinet Depth:
6"

Faces:
.118 flat clear solar grade polycarbonate w/ 2nd surface decoration:
-3M 3630-3202 (Orange)
-3M 3630-1511 (Pink)
-3M 220-41 Gray (Face Option Q only)
-Background is 403 translucent white back-spray

Cabinet Color:
Painted PMS 7540C Gray; Interior finish to be reflective white

Pole and Top Trim:
Painted PMS 3564C Orange

Font:
DUNKIN' is custom font
All other copy on faces is Dunkin Sans Medium

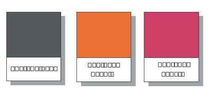
Area Squared:
4.7 SQ. FT.

Wind Load:
Standard Wind load - Wind Speed / 35 PSF

allation:
ct bury

TRICAL:
nination to be white LEDs, Agilight LS-U650-71K-B200-A
0A/120V circuit
onnect switch located on pole at electrical box
listed

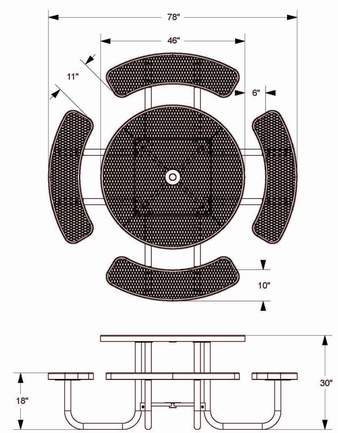
NET/POLE COLORS:



BELSON OUTDOORS
627 Amersale Drive
Naperville, IL 60563
Phone: (800) 323-5664
Fax: (630) 897-0573
sales@belson.com

Model # TRD464-EA — Dimension Sheet

Round Coated Steel Portable Tables



www.belson.com

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Naperville, IL 60563
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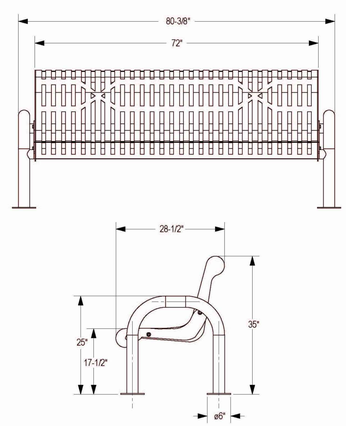
sales@belson.com

Model # BMWB6S-SA — Dimension Sheet

Coated Steel MOD Benches with Back



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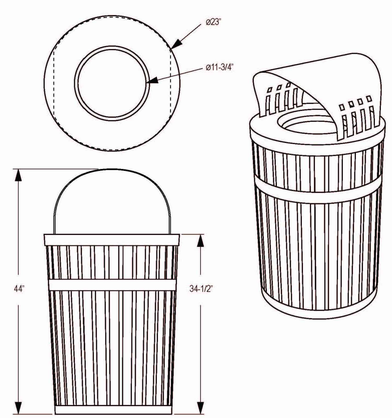
627 Amersale Drive
Naperville, IL 60563
Phone: (800) 323-5664
sales@belson.com

Model # DC-72830199 — Dimension Sheet

ARCHTEC SERIES PARKVIEW TRASH RECEPTACLES



www.belson.com

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M-NCPPC
APPROVAL

PROJECT NAME: DUNKIN DONUTS AT SANSBURY CROSSING
PROJECT NUMBER: DSP-24017
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

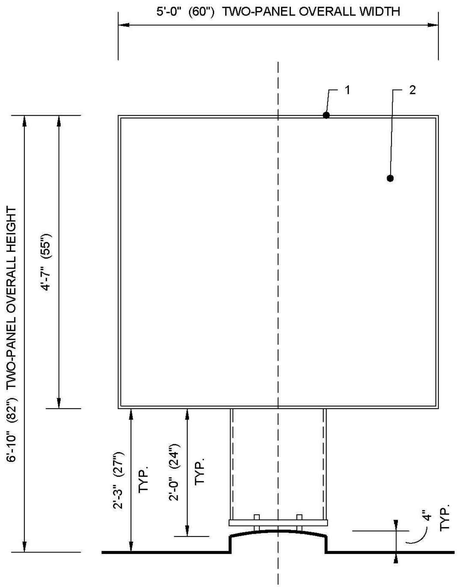
DUNKIN' DONUTS
AT SANSBURY CROSSING
MELWOOD (15TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

DETAIL SHEET

REVISIONS

DATE: JAN, 2026
DWN. RC | CHECKED MT
SCALE: N.T.S.
PROJECT/FILE NO. 24-036
SHEET NO. 9 OF 13

TO BE USED IN CONJUNCTION WITH FREESTANDING CANOPY



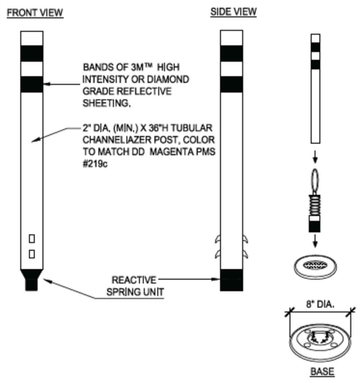
FRONT VIEW (TWO & THREE PANEL)

SCALE : 3/4" = 1'-0"

DUNKIN' BRAND STANDARD - REQUIRED

NOTES
1. MENUBOARD IS POWDER COATED OR PAINTED TO MATCH PTE-04 NEBULOUS WHITE (CABINET, BASE CLADDING, DOOR FRAMES & EXTENDER FRAMES)
2. SAMSUNG OHF SERIES DISPLAY MENUBOARDS, OH55F - 55"
ADDITIONAL NOTES:
ARTWORK FONT : DUNKIN SANS DISPLAY
ELEMENT PROVIDED BY NCR TECHNOLOGY PACKAGE

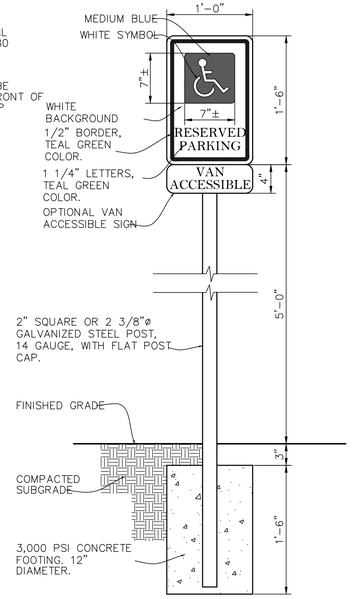
Lane Delineator



NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS. DELINEATOR CAN BE MECHANICALLY FASTENED OR INSTALLED WITH EPOXY ADHESIVE
2. POST SHALL BE CONSTRUCTED OF SEMI-FLEXIBLE HIGH IMPACT POLYMER RESISTANT TO: ULTRAVIOLET LIGHT, OZONE, AND HYDROCARBONS.
3. UNIT SHALL HAVE A REACTIVE SPRING ASSEMBLY TESTED TO 145LB. TENSION WITH STAINLESS STEEL CABLE.
4. DELINEATOR SHALL HAVE AN "ANTI-TWIST" FEATURE THAT ASSURES THE SIGN WILL RETURN TO ITS ORIGINAL POSITION AFTER IMPACT.
5 SHALL MEET M,U,T,C,D, SPECIFICATIONS,
6. NCHRP-350 APPROVED.
7. REFER TO NATIONAL ACCOUNTS FOR ADDITIONAL INFORMATION

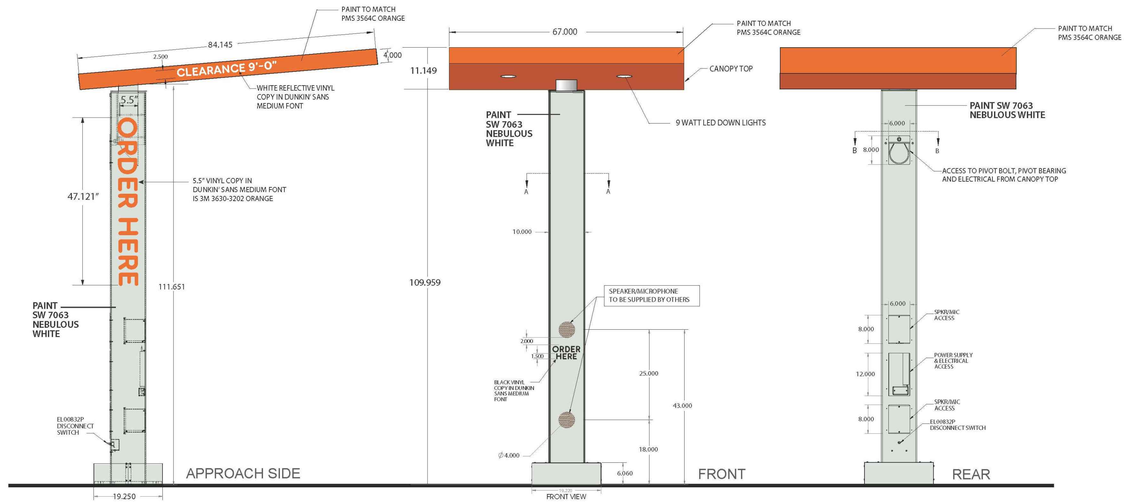
NOTES:
SIGN MATERIAL SHALL BE .080 ALUMINUM, REFLECTIVE.

SIGN SHALL BE PLACED IN FRONT OF ALL HANDICAP SPACES.



HANDICAP PARKING SIGN

SECTION SCALE: N.T.S.



GENERAL NOTES:

APPROX. WEIGHT: 715 LBS.

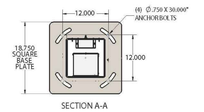
ELECTRICAL SPECS:
- QTY. (1) 12 VDC 60 WATT POWER SUPPLY
- TOTAL CONNECTED LOAD: 0.9 AMPS @ 120VAC 50/60HZ

LIGHTING:
- QTY. (2) 12VDC 9W DOWNLIGHTS (3000K WARM WHITE)

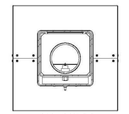
MATERIALS:
- 3003-H14 ALUMINUM SHEET
- ASATM A36 STEEL SHAPES

FINISH:
- EXPOSED SURFACES OF CANOPY TOP POWDER COATED TO MATCH PMS185C
- EXPOSED SURFACES OF COLUMN POWDER COATED 303-00293 PWDRCT,NEB WHITE AAMA 2604
- APPROVED LOGOS AND COLORS

SERVICE:
- REMOVE ACCESS COVERS ON BACK OF UNIT



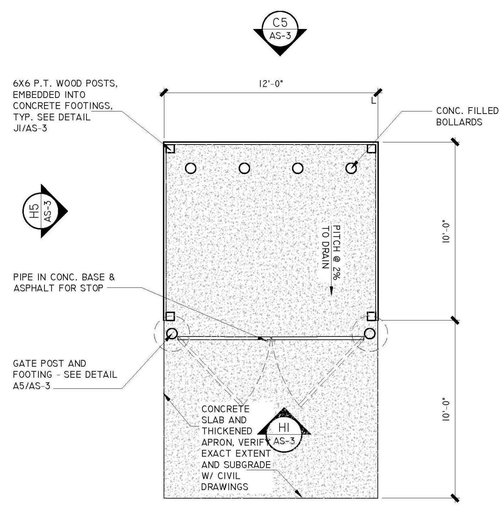
SECTION A-A



SECTION B-B
SCALE 1 : 6

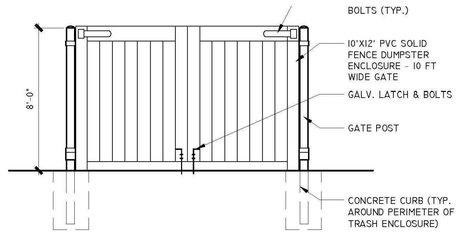
Nebulous White SW 7063

DD NEXT GEN SPEAKER/MIC W/ CANOPY- NEW 2022



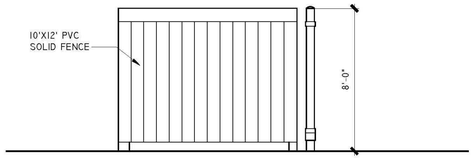
N1 DUMPSTER ENCLOSURE PLAN

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



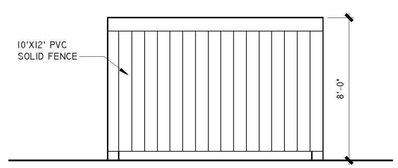
H1 DUMPSTER ENCLOSURE FRONT ELEVATION

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



H5 DUMPSTER ENCLOSURE SIDE ELEVATION

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



C5 DUMPSTER ENCLOSURE REAR ELEVATION

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

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DUNKIN' DONUTS
AT SANSBURY CROSSING
MELWOOD (15TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

DETAIL SHEET

REVISIONS

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M-NCPPC APPROVAL

DATE: JAN. 2026	
DWN. RC	CHECKED MT
SCALE: N.T.S.	
PROJECT/FILE NO. 24-036	
SHEET NO. 10 OF 13	

PROJECT NAME: DUNKIN DONUTS AT SANSBURY CROSSING

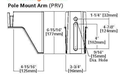
PROJECT NUMBER: DSP-24017

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

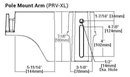
Lumark — PRV / PRV-XL Prevail

Mounting Details

Pole Mount Arm (PRV)

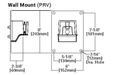


Pole Mount Arm (PRV-XL)

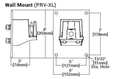


Versatile Mount System

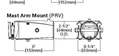
Wall Mount (PRV)



Wall Mount (PRV-XL)



Mast Arm Mount (PRV)



Mast Arm Mount (PRV-XL)

Mounting Configurations and EPAs

NOTE: All EPAs tested at 90° square to fixture. Square or 4" round pole for fixture clearance. For 2 FPA (0.5 tested at 90°, requires minimum 4" square or round pole for fixture clearance. Subtract ½ square foot for engineering analysis to confirm and add per catalog for appurtenances.

Wall Mount	Arm Mount Single EPA: 0.52 (0.48 lbs) EPA: 1.12 (1.04 lbs)	Arm Mount @ 90° EPA: 1.30 (NA lbs) EPA: 2.08 (NA lbs)	Arm Mount @ 90°/180° EPA: 1.62 (NA lbs) EPA: 2.60 (NA lbs)	Arm Mount @ 90° EPA: 1.62 (NA lbs) EPA: 2.60 (NA lbs)

Optical Configurations

PRV-C10
(C10 NEMA Normal Lumens)

PRV-D/E/G/T4-C10
(D/E/G/T4-C10 NEMA Normal Lumens)

PRV-XL-GT4/G10/E/D
(GT4/G10/E/D NEMA Normal Lumens)

PRV-XL-E5/D/E7X
(E5/D/E6/E7X NEMA Normal Lumens)

Product Specifications

Construction
- Single-piece diecast aluminum housing
- Tethered diecast aluminum door

Optics
- Dark Sky Approved (3000K CCT and warmer only)
- Precision molded polycarbonate optics

Electrical
- -40°C minimum operating temperature
- 40°C maximum operating temperature
- ≥ 0.9 power factor
- <20% total harmonic distortion
- Class 1 electronic drivers have expected life of 100,000 hours with <1% failure rate
- 0-10V dimming driver is standard with leads external to the fixture

Mounting
- Versatile, patented, standard mount arm accommodates multiple drill patterns ranging from 3-1/2" to 4-7/8"
- Adjustable slots in standard mounting arm enables ±90° arm-to-arm mounting
- Prevail: 3G vibration rated
- Prevail XL Mast Arm: 3G vibration rated
- Prevail XL Standard Arm: 1.5G vibration rated

Finish
- Fine-textured super TGIC polyester powder coat paint, 2.5 mil nominal thickness

Shipping Data
- Prevail: 20 lbs. (9.99 kgs.)
- Prevail XL: 45 lbs. (20.41 kgs.)

Lumark — PRV / PRV-XL Prevail

Energy and Performance Data

View PRV IES files

Power and Lumens (PRV)

Light Engine		C15	C25	C40	C65
Power (Watts)		92	96	131	153
Input Current @ 120V (A)		0.43	0.80	1.09	1.32
Input Current @ 277V (A)		0.19	0.35	0.48	0.57
Input Current @ 347V (A)		0.17	0.30	0.41	0.48
Input Current @ 480V (A)		0.12	0.22	0.30	0.35
Distribution					
Type II	4000K Lumens	7,123	13,205	17,172	20,083
	BUG Rating	B2-U0-G2	B2-U0-G2	B3-U0-G3	B3-U0-G3
	3000K Lumens	6,994	12,965	16,860	19,718
	BUG Rating	B1-U0-G2	B2-U0-G2	B3-U0-G4	B3-U0-G4
	3000K Lumens	6,982	12,941	16,832	19,686
	4000K Lumens	7,098	13,149	17,097	19,984
Type IV	BUG Rating	B1-U0-G3	B2-U0-G4	B2-U0-G4	B3-U0-G5
	3000K Lumens	6,959	12,901	16,777	19,621
	4000K Lumens	7,576	14,045	18,264	21,360
Type V	BUG Rating	B3-U0-G3	B4-U0-G3	B4-U0-G4	B5-U0-G4
	3000K Lumens	7,438	13,790	17,932	20,972

Power and Lumens (PRV-XL)

View PRV-XL IES files

Light Engine		C75	C105	C135	C150	C175
Power (Watts)		176	217	264	285	346
Input Current @ 120V (A)		1.50	1.84	2.23	2.38	2.92
Input Current @ 277V (A)		0.66	0.82	0.97	1.04	1.25
Input Current @ 347V (A)		0.54	0.66	0.79	0.84	1.02
Input Current @ 480V (A)		0.40	0.48	0.57	0.62	0.74
Distribution						
Type II	4000K Lumens	26,263	31,231	36,503	41,349	48,876
	BUG Rating	B3-U0-G5	B3-U0-G5	B3-U0-G5	B4-U0-G5	B4-U0-G5
	3000K Lumens	25,786	30,664	35,840	40,598	47,989
	4000K Lumens	28,120	31,061	36,304	41,132	48,612
Type III	BUG Rating	B3-U0-G5	B3-U0-G5	B3-U0-G5	B4-U0-G5	B4-U0-G5
	3000K Lumens	25,646	30,497	35,645	40,377	47,727
	4000K Lumens	28,096	31,035	36,274	41,089	48,560
Type IV	BUG Rating	B3-U0-G5	B3-U0-G5	B3-U0-G5	B3-U0-G5	B4-U0-G5
	3000K Lumens	25,624	30,471	35,615	40,343	47,687
	4000K Lumens	28,129	33,450	39,097	44,287	52,349
Type V	BUG Rating	B5-U0-G5	B5-U0-G5	B5-U0-G5	B5-U0-G5	B5-U0-G5
	3000K Lumens	27,618	32,843	38,387	43,483	51,396

Lumen Maintenance

Configuration	TM-21 Lumen Maintenance (50,000 Hours)	ThermoNet L70 (Hours)
Up to PRV-C60 at 25°C	91.30%	194,000
Up to PRV-C40 at 40°C	87.59%	134,000
Up to PRV-XL-E7X at 25°C	91.49%	204,000
Up to PRV-XL-E7X at 40°C	89.41%	158,000

Lumen Multiplier

Ambient Temperature	Lumen Multiplier
10°C	1.02
15°C	1.01
25°C	1.00
40°C	0.99

Lumark — PRV / PRV-XL Prevail

Control Options

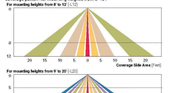
0-10V (D) The dimming option provides 0-10V dimming wire leads for use with a lighting control panel or other control method.

Photocontrol (PER and PERT) Photocontrol receptacles provide a flexible solution to enable "dusk-to-dawn" lighting by sensing light levels. Advanced control systems compatible with NEMA 7-pin standards can be utilized with the PERT receptacle.

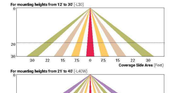
Dimming Occupancy Sensor (DSE, MSP and MS) These sensors are factory installed in the luminaire housing. When a sensor for dimming operation (/DSE) option is selected, the luminaire will dim down to approximately 50 percent power after five minutes of no activity detected. When activity is detected, the luminaire returns to full light output. Sensor is suitable for mounting heights between 8' and 40' (2.4m and 12.2m). The DSE, MSP and MS sensors have the ability to be used as a "Master" or "Slave" sensor with a time delay of five minutes. To reconfigure the DFS, the Sensor Configurator application by Watt stopper for iOS and Android devices is required to change factory default dimming level, time delay, sensitivity and other parameters.

These occupancy sensors include an integral photocell that can be activated or inactivated with the programming remote / configuration tool for "dusk-to-dawn" control or "daylight harvesting". Note: For MSP sensors, the factory preset is ON (Enabled); and for MS sensors, the factory preset is OFF (Disable). The programming remote / configuration tool for DSE, MSP and MS sensors can change the dimming level, time delay, sensitivity and other parameters. A variety of sensor lenses are available to optimize the coverage pattern for mounting heights from 8'-40'.

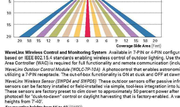
For mounting heights from 8 to 12' (LCS)



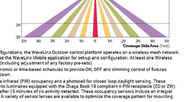
For mounting heights from 12 to 20' (LCS)



For mounting heights from 8 to 20' (LCS)



For mounting heights from 20 to 40' (LCS)

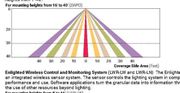


WaveLinx Wireless Control and Monitoring System Available in 7-Pin style or 4-Pin configurations, the WaveLinx Outdoor control platform operates on a wireless mesh network based on IEEE 802.15.4 standards enabling wireless control of outdoor lighting. Use the WaveLinx Mobile application for setup and configuration. At least one Wireless Outdoor Control Module (WSLC/P/M) is required per network and compatible with WSLCT/P/M.

WaveLinx Outdoor Control Module (WSLC/P/M-10A), a photocontrol that enables astronomic or time-based schedules to provide ON, OFF and dimming control of fixtures utilizing a 7-Pin receptacle. The outdoor/bus functionality is ON at dusk and OFF at dawn.

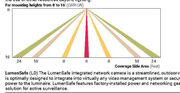
WaveLinx Wireless Sensor (SWHS and SWPD) These outdoor sensors offer passive infrared (PIR) occupancy and a photocell for closed loop daylight saving. These sensors can be factory installed or field-installed via simple, tool-less integration into luminaires equipped with the Zhaga Book 18 compliant 4-Pin receptacle (20 or 2W). The SWHS and SWPD sensors have the ability to be used as a "Master" sensor to approximately 30 Slaved sensors after 15 minutes of no activity detected. These occupancy sensors include an integral photocell for "dusk-to-dawn" control or daylight harvesting that is factory-enabled. A variety of sensor lenses are available to optimize the coverage pattern for mounting heights from 7'-40'.

For mounting heights from 16 to 40' (SWPD)

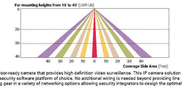


Enlighted Wireless Control and Monitoring System (/ERLGX and /ERLLN). The Enlighted System is a connected lighting solution that combines LED luminaires with an integrated wireless sensor system. The sensor controls the lighting system in compliance with the latest energy codes and collects valuable data about building performance and use. Software applications turn the granular data into information through energy dashboards and specialized apps that make it simple and help optimize the use of other resources beyond lighting.

For mounting heights from 8 to 16' (LGHX)



For mounting heights from 16 to 40' (LGHX-SE)



LumenSafe (LS) The LumenSafe integrated network camera is a streamlined, outdoor-ready camera that provides high definition video surveillance. This IP camera solution is optimally designed to integrate into virtually any video management system or security software platform of choice. No additional wiring is needed because power and connectivity are delivered by the luminaire. LumenSafe features factory-installed power and networking gear in a variety of networking options allowing security integrators to design the optimal solution for entire surveillance.

Lumark — PRV / PRV-XL Prevail

Ordering Information

SAMPLE NUMBER: **PRV-XL-C75-D-UNV-T4-SA-BZ**

Product Family *	Light Engine	Driver	Voltage	Distribution	Mounting (Included)	Color
PRV Prevail	C10 (1,123 T2 Neutral Lumens) C15 (1,750 T2 Neutral Lumens) C25 (3,196 T2 Neutral Lumens) C40 (3,774 T2 Neutral Lumens)	**D** Dual Voltage (120-277V)	UNV Universal (120-277V) HVU (277-480V)	T2 Type II T3 Type III T4 Type IV T5 Type V	SA Square Adjustable RA Round Adjustable	BZ Bronze AP Platinum DP Dark Platinum GM Graphite Metallic WH White
PRV-XL Prevail XL	C75 (9,433 T2 Neutral Lumens) C105 (11,625 T2 Neutral Lumens) C135 (14,151 T2 Neutral Lumens) C150 (15,232 T2 Neutral Lumens) C175 (18,523 T2 Neutral Lumens)					

Options (Add as Suffix)

- 7030 / 5CCT / 3000K CCT *
- 7040 / 5CCT / 4000K CCT *
- 7050 / 5CCT / 5000K CCT *
- L90 Light Level Rate 90 Light
- R40 Optics Rotated 40° Right
- DSHR Dusk to Dawn Sensor, Photocontroller Receptacle
- DSHRR Dusk to Dawn Photocontroller Receptacle
- HA 50°C High Ambient Temperature
- HS 50°C High Ambient Temperature with Heatsink
- PER7 NEMA 7-Pin Twist-Lock Photocontrol Receptacle
- SPB3 Dimming Occupancy Sensor with Bluetooth Interface, 8'-20' Mounting **
- SPB4 Dimming Occupancy Sensor with Bluetooth Interface, 20'-40' Mounting **
- MSP-SA8-LW Integrated Sensor for Dimming Operation, 8' – 12' Mounting Height **
- MSP-SA8-LW Integrated Sensor for Dimming Operation, 12' – 20' Mounting Height **
- MSP-SA8-LW Integrated Sensor for Dimming Operation, 20' – 40' Mounting Height **
- MSP-L30-LW Integrated Sensor, ON-OFF Operation, 12' – 20' Mounting Height **
- MSP-L40-LW Integrated Sensor, ON-OFF Operation, 20' – 40' Mounting Height **
- MSP-SA8-LWM Motion Sensor for Dimming Operation, 8' – 40' Mounting Height **
- MS-L30-LW Motion Sensor for ON-OFF Operation, 12' – 20' Mounting Height **
- MS-L40-LW Motion Sensor for ON-OFF Operation, 20' – 40' Mounting Height **
- ZE-ADJ-xx Adjustable 4 PIN Twist-Lock Receptacle **, ***
- DMG Additional 0-10V Dimming Wire Leads (Not Needed for DSHR)
- SWPD20 Wireless Motion Sensor, 7' – 20' Mounting Height **, ***, ****
- SWPD40 Wireless Motion Sensor, 16' – 40' Mounting Height **, ***, ****
- SWHS Wireless Motion Sensor, Integrated Photocontrol, 8' – 16' Mounting Height **, ***, ****
- LMS-LS-HD/Axis Wireless Security Camera Core Kit – 4K Mounting Height **, ***, ****
- LMS-LS-HD/Axis Wireless Security Camera Core Kit – 4K Mounting Height **, ***, ****
- ISO-Coastal Coastal Construction

Accessories (Order Separately) *

- PDMR6 DS Wall Mount 60°
- PDMA6 DS Mast Arm Mounting Kit *
- PDMA6 XA Standard Arm Mounting Kit *
- PDMA6 XA 90 Single Arm Adapter Kit (For Prevail XL) **
- PDMA6 DM 2@ 90 Double Arm Kit (For Prevail XL) **
- WAYSS-SA Single Sensor Adapter for 3" O.D. Tenon **
- WAYSS-DA Single Sensor Angled for 3" O.D. Tenon **
- WAYSS-SA-SQ Single Sensor Adapter for 3" O.D. Square Tenon **
- WAYSS-DA-SQ Single Sensor Angled for 3" O.D. Square Tenon **
- WAYSS-BA 360° Sensor Adapter for 3" O.D. Tenon **
- WAYSS-BA-SQ 360° Sensor Adapter for 3" O.D. Square Tenon **
- SVS-DBU Shorting Cap **
- SVS-DBU-10 Shorting Cap (Pack of 10) **
- SVS-TBU Terminal Block Only **
- SVS-TBU-10 Terminal Block Only (Pack of 10) **
- CA/SA1001-WHA PE Photocontrol - 120V **
- CA/SA1001-WHA PE Photocontrol - 208-277V **
- CA/SA1001-WHA PE Photocontrol - 347V **
- CA/SA1001-WHA PE Photocontrol - 480V **
- ERM-RS Universal Sensor Programming Remote **
- FSIR-100 Wireless Configurator Tool for Occupancy Sensor **
- WSLC/P/M-10A Wireless Outdoor Control Module (Photocontrol) **, ***, ****
- WSLC/P/M-BB Wireless Outdoor Control Module (Bluetooth) **, ***, ****
- WSLC-7P-10A Wireless Outdoor Control Module (7-Pin) **

NOTES:
1. Factory-configured Comfort Dwell feature (requires dimming driver) pulses Prevail outdoor luminaires to 50% light output for 1 second every 15 minutes to prevent insects from congregating around the luminaire. Not applicable to Type V distribution.
2. Refer to Accessories & Options Quick Reference Guide for more information.
3. Shorting cap included with 0-10V dimming drivers.
4. Not available with DSHR, DSHRR, SPB3, SPB4, MSP, MS, SWPD, SWHS, WSLC/P/M-10A, WSLC/P/M-BB, WSLC-7P-10A, LMS-LS-HD/Axis, LMS-LS-HD/Axis, ISO-Coastal, ISO-Coastal Construction or PER7.
5. Not available with DSHR, DSHRR, SPB3, SPB4, MSP, MS, SWPD, SWHS, WSLC/P/M-10A, WSLC/P/M-BB, WSLC-7P-10A, LMS-LS-HD/Axis, LMS-LS-HD/Axis, ISO-Coastal, ISO-Coastal Construction or PER7.
6. Not available with DSHR, DSHRR, SPB3, SPB4, MSP, MS, SWPD, SWHS, WSLC/P/M-10A, WSLC/P/M-BB, WSLC-7P-10A, LMS-LS-HD/Axis, LMS-LS-HD/Axis, ISO-Coastal, ISO-Coastal Construction or PER7.
7. Not available with DSHR, DSHRR, SPB3, SPB4, MSP, MS, SWPD, SWHS, WSLC/P/M-10A, WSLC/P/M-BB, WSLC-7P-10A, LMS-LS-HD/Axis, LMS-LS-HD/Axis, ISO-Coastal, ISO-Coastal Construction or PER7.
8. Not available with DSHR, DSHRR, SPB3, SPB4, MSP, MS, SWPD, SWHS, WSLC/P/M-10A, WSLC/P/M-BB, WSLC-7P-10A, LMS-LS-HD/Axis, LMS-LS-HD/Axis, ISO-Coastal, ISO-Coastal Construction or PER7.
9. Not available with DSHR, DSHRR, SPB3, SPB4, MSP, MS, SWPD, SWHS, WSLC/P/M-10A, WSLC/P/M-BB, WSLC-7P-10A, LMS-LS-HD/Axis, LMS-LS-HD/Axis, ISO-Coastal, ISO-Coastal Construction or PER7.
10. Not available with DSHR, DSHRR, SPB3, SPB4, MSP, MS, SWPD, SWHS, WSLC/P/M-10A, WSLC/P/M-BB, WSLC-7P-10A, LMS-LS-HD/Axis, LMS-LS-HD/Axis, ISO-Coastal, ISO-Coastal Construction or PER7.
11. Replaces E4 with custom color (RAL/IG/AKZO).
12. Not available with SPB3, SPB4, MSP, MS, SWPD, SWHS, WSLC/P/M-10A, WSLC/P/M-BB, WSLC-7P-10A, LMS-LS-HD/Axis, LMS-LS-HD/Axis, ISO-Coastal, ISO-Coastal Construction or PER7.
13. Not available with SPB3, SPB4, MSP, MS, SWPD, SWHS, WSLC/P/M-10A, WSLC/P/M-BB, WSLC-7P-10A, LMS-LS-HD/Axis, LMS-LS-HD/Axis, ISO-Coastal, ISO-Coastal Construction or PER7.
14. Not available with SPB3, SPB4, MSP, MS, SWPD, SWHS, WSLC/P/M-10A, WSLC/P/M-BB, WSLC-7P-10A, LMS-LS-HD/Axis, LMS-LS-HD/Axis, ISO-Coastal, ISO-Coastal Construction or PER7.
15. Not available with SPB3, SPB4, MSP, MS, SWPD, SWHS, WSLC/P/M-10A, WSLC/P/M-BB, WSLC-7P-10A, LMS-LS-HD/Axis, LMS-LS-HD/Axis, ISO-Coastal, ISO-Coastal Construction or PER7.
16. Not available with SPB3, SPB4, MSP, MS, SWPD, SWHS, WSLC/P/M-10A, WSLC/P/M-BB, WSLC-7P-10A, LMS-LS-HD/Axis, LMS-LS-HD/Axis, ISO-Coastal, ISO-Coastal Construction or PER7.
17. Not available with SPB3, SPB4, MSP, MS, SWPD, SWHS, WSLC/P/M-10A, WSLC/P/M-BB, WSLC-7P-10A, LMS-LS-HD/Axis, LMS-LS-HD/Axis, ISO-Coastal, ISO-Coastal Construction or PER7.
18. Not available with SPB3, SPB4, MSP, MS, SWPD, SWHS, WSLC/P/M-10A, WSLC/P/M-BB, WSLC-7P-10A, LMS-LS-HD/Axis, LMS-LS-HD/Axis, ISO-Coastal, ISO-Coastal Construction or PER7.
19. Not available with SPB3, SPB4, MSP, MS, SWPD, SWHS, WSLC/P/M-10A, WSLC/P/M-BB, WSLC-7P-10A, LMS-LS-HD/Axis, LMS-LS-HD/Axis, ISO-Coastal, ISO-Coastal Construction or PER7.
20. Not available with SPB3, SPB4, MSP, MS, SWPD, SWHS, WSLC/P/M-10A, WSLC/P/M-BB, WSLC-7P-10A, LMS-LS-HD/Axis, LMS-LS-HD/Axis, ISO-Coastal, ISO-Coastal Construction or PER7.
21. Requires DTM Model luminaire (see luminaire ordering info).
22. Not available with SPB3, SPB4, MSP, MS, SWPD, SWHS, WSLC/P/M-10A, WSLC/P/M-BB, WSLC-7P-10A, LMS-LS-HD/Axis, LMS-LS-HD/Axis, ISO-Coastal, ISO-Coastal Construction or PER7.
23. Quadrilateral optics for Left and Right Rotated (non-SA/RA luminaires) including DLC and Non-DLC versions, ensuring fine-tuning of BUG and Zonal Lumen Ratings. Consult your Lighting representative at Cooper Lighting Solutions for more information.
24. Quadrilateral optics for Left and Right Rotated (non-SA/RA luminaires) including DLC and Non-DLC versions, ensuring fine-tuning of BUG and Zonal Lumen Ratings. Consult your Lighting representative at Cooper Lighting Solutions for more information.

LumenSafe Integrated Network Security Camera Technology Options (Add as Suffix)

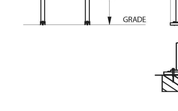
Network Camera	Network Type	Data Backhaul
LumenSafe Technology	B-Base Camera	E-Ethernet Networking

Stock Ordering Information

Product Family *	Light Engine	Voltage	Distribution	Options (Pick 1 or More)
PRV Prevail	C10 (1,123 T2 Neutral Lumens) C15 (1,750 T2 Neutral Lumens) C25 (3,196 T2 Neutral Lumens) C40 (3,774 T2 Neutral Lumens)	UNV Universal (120-277V) HVU (277-480V)	T2 Type II T4 Type IV	**MSP-SA8-LW** Integrated Sensor for Dimming Operation, Medium (8' Mounting Height) **
PRV-XL Prevail XL	C75 (9,433 T2 Neutral Lumens) C105 (11,625 T2 Neutral Lumens) C135 (14,151 T2 Neutral Lumens) C150 (15,232 T2 Neutral Lumens) C175 (18,523 T2 Neutral Lumens)			

NOTES:
1. All stock configurations are standard (5000K CCT), bronze finish, and include the standard versatile mounting arm.
2. Only available in PRV Prevail configurations (C10, C25, C40 or C65).

Project		Catalog #	PRV-C40-D-UNV-T4-BRZ-HSS	Type	P4
Prepared by		Notes	On 17' Pole	Date	



Lumark

PRV / PRV-XL Prevail LED

Area / Site Luminaire

Product Features

Product Certifications

Interactive Menu
- Ordering Information page 2
- Mounting Details page 3
- Optical Configurations page 3
- Product Specifications page 3
- Energy and Performance Data page 4
- Control Options page 5

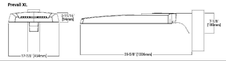
Quick Facts
- Lumen packages range from 7,100 - 48,600 lumens (50W - 350W)
- Replaces 70W up to 1,000W HID equivalents
- Efficacies up to 148 lumens per watt
- Energy and maintenance savings up to 85% versus HID solutions
- Standard universal quick mount arm with universal drill pattern

Connected Systems
- WaveLinx
- Enlighted

Dimensional Details

Prevail

Prevail XL

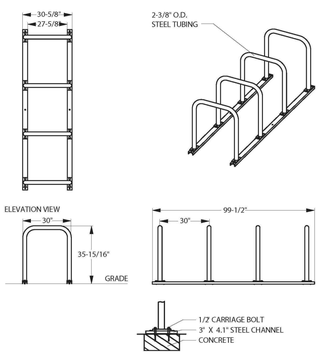


BELSON OUTDOORS

827 Arnesale Drive
Naperville, IL 60563
Phone: (800) 323-5604
Fax: (630) 887-0573
sales@belson.com

Model # UX238-8-G — Dimension Sheet

EXTENDED U RACK ON RAILS | 4 LOOPS 8 BIKES



www.belson.com

VII. Construction Details - & List of Details

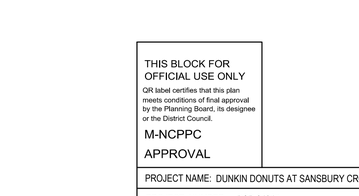
PRECAST CONCRETE WHEEL STOP ELEVATION

SECTION A-A
N.T.S.

NOTES:
1. Refer to current MSHA standard 725.01 and DPWT standards (supercedes this detail).

CONCRETE WHEEL STOP
The Maryland-National Capital Park and Planning Commission
Department of Parks

Detail No. **D-7**
May 2010



NOTES

1. TRAFFIC BARRIER W BEAM BARRICADE SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LINEAR FOOT. THE PRICE SHALL INCLUDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY FOR THE INSTALLATION OF THE BARRICADE AS SPECIFIED WITH POSTS, END SECTIONS, DELINEATORS, THE COST OF ALL EXCAVATIONS, BACKFILLING AND TAMPING INCIDENTAL TO SETTING THE POSTS, OR THE COST OF DRIVING THE POSTS, THE COST OF THE REMOVAL OF EXISTING BARRICADE, AND THE COST OF ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY AND INCIDENTAL TO FURNISHING AND INSTALLING THE BARRICADE AT LOCATIONS NOTED ON THE PLANS OR MORE DIRECTED BY THE ENGINEER. FOR MATERIAL, SEE LATEST MDOT SHA SPECIFICATIONS FOR TRAFFIC BARRIER W BEAM.

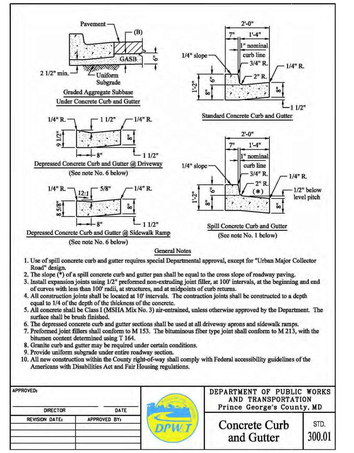
SPECIFICATIONS 605	CATEGORY CODE ITEMS
APPROVED: Director - Office of Highway Development	

APPROVAL SHA REVISIONS	APPROVAL FEDERAL HIGHWAY ADMINISTRATION
APPROVAL 3.31.41	APPROVAL 7.7.78
REVISED 10.31.47	REVISED 10.31.47
REVISED 10.31.47	REVISED 10.31.47
REVISED 2.01.50	REVISED 2.01.50

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
TRAFFIC BARRIER W BEAM BARRICADE
STANDARD NO. MD 605.27

APPROVED:		DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION Prince George's County, MD	
DIRECTOR	DATE		
REVISION DATE:	APPROVED BY:	Concrete Curb and Gutter	STD. 300.01

Revision 03/14/12 — *Specifications and Standards for Roadways and Bridges* — Section III – 45



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. Initial expansion joint 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. Details for 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.

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

DUNKIN' DONUTS
AT SANSBURY CROSSING
MELWOOD (15TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

DETAIL SHEET

REVISIONS

THIS BLOCK FOR OFFICIAL USE ONLY
QR label certifies that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.
M-NCPPC APPROVAL

PROJECT NAME: DUNKIN DONUTS AT SANSBURY CROSSING
PROJECT NUMBER: DSP-24017
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

DATE: JAN, 2026
DWN. RC | CHECKED MT
SCALE: N.T.S.
PROJECT/FILE NO. 24-036
SHEET NO. 11 OF 13

ONLY FOR LANDSCAPE USE

LANDSCAPE PLAN CERTIFIED BY:

STATE OF MARYLAND — GARY ROBERT BUTSON — NO. 53 — REGISTERED LANDSCAPE ARCHITECT

GARY R. BUTSON
REGISTERED LANDSCAPE ARCHITECT
MD. # 53

02/09/2026
DATE

UTILITY CERTIFICATION:

I HEREBY CERTIFY THAT THE EXISTING AND/OR PROPOSED UNDERGROUND UTILITY INFORMATION SHOWN HEREON HAS BEEN CORRECTLY DUPLICATED FROM UTILITY COMPANY RECORDS, FURTHER THAT THIS PROJECT HAS BEEN CAREFULLY COORDINATED WITH EACH INVOLVED UTILITY COMPANY, AND ALL AVAILABLE UNDERGROUND UTILITY INFORMATION RELATIVE TO THIS PLAN HAS BEEN SOLICITED FROM THEM.

MASSOUD TOWHIDI, P.E.
MD. REG. #19644

02/09/2026
DATE

DRAINAGE CERTIFICATION:

I HEREBY CERTIFY THAT THIS PLAN CONFORMS TO THE REQUIREMENTS WITH SUBTITLE 32, DIVISION 2 OF THE CODE OF PRINCE GEORGE'S COUNTY WATER RESOURCES PROTECTION AND GRADING CODE; AND THAT I OR MY STAFF HAVE INSPECTED THIS SITE AND THAT DRAINAGE FLOWS FROM UPHILL PROPERTIES ONTO THIS SITE, AND FROM THIS SITE ONTO DOWNHILL PROPERTIES, HAVE BEEN ADDRESSED IN SUBSTANTIAL ACCORDANCE WITH APPLICABLE CODES, AND SIGNED, SEALED AND DATED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MARYLAND.

MASSOUD TOWHIDI, P.E.
MD. REG. #19644

02/09/2026
DATE

STATE OF MARYLAND — MASSOUD TOWHIDI — NO. 19644 — REGISTERED PROFESSIONAL ENGINEER

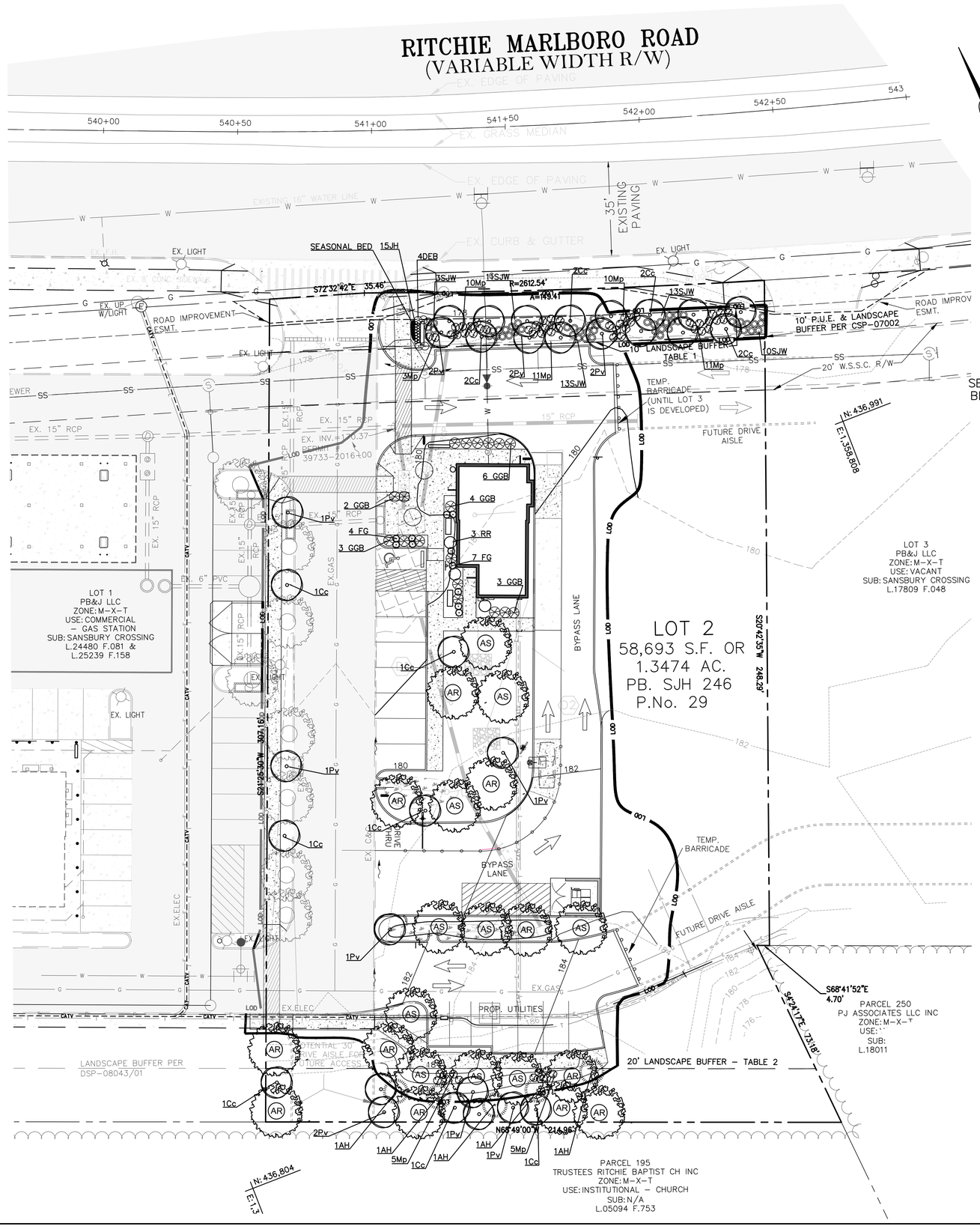
02/09/2026

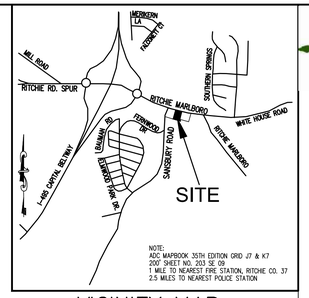
PROFESSIONAL CERTIFICATION

"I hereby certify that these documents 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. 19644, Expiration Date: 04/18/2027."

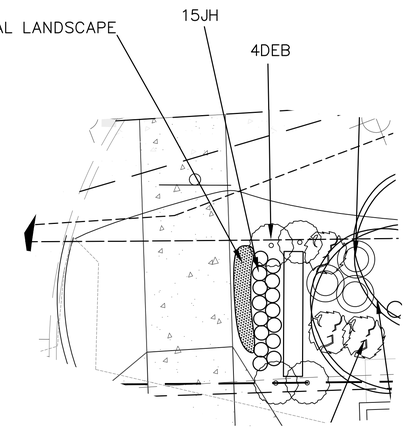
LEGEND:

EXISTING:	PROPOSED:
FIRE HYDRANT	
WATER VALVE	WATER VALVE
WATER MANHOLE	WATER MANHOLE
STORM DRAIN MANHOLE	STORM DRAIN MANHOLE
SEWER MANHOLE	SEWER MANHOLE
CATCH BASIN	CATCH BASIN
YARD INLET	YARD INLET
LIGHT POLE	STORM DRAIN PIPE
POWER POLE	FLOW LINE
GAS VALVE	FENCE LINE
FENCE LINE	SIGN
SIGN	TREE LINE
TREE	BUILDING RESTRICTION LINE(TYP.)
TREE LINE	20 CONTOUR
OHW OVER HEAD WIRES	BUILDING
2 INTER. 2' CONTOUR	LOD LIMIT OF DISTURBANCE
10 INDEX 10' CONTOUR	
BUILDING/SHEDS	SHADE TREE
G EX. GAS	
W EX. WATER	
SS EX. SANITARY	ORNAMENTAL TREE
SHADE TREE	SHRUBS/PERENNIALS
PAVEMENT	EVERGREENS





VICINITY MAP
SCALE: 1"=2000'



ENTRANCE MONUMENT SIGN
SCALE: 1" = 5'

GRAPHIC SCALE
20 0 10 20 80 80
(IN FEET)
1 inch = 20 ft.

THIS BLOCK FOR OFFICIAL USE ONLY
QR label certifies that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.
M-NCPPC
APPROVAL

PROJECT NAME: DUNKIN DONUTS AT SANSBURY CROSSING
PROJECT NUMBER: DSP-24017
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

CDDI
CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

DUNKIN'DONUTS AT SANSBURY CROSSING

MELWOOD (15TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

LANDSCAPE PLAN

REVISIONS

DATE: JAN, 2026
DWN. RC | CHECKED MT
SCALE: 1' = 20'
PROJECT/FILE NO. 24-036
SHEET NO. 12 OF 13

ONLY FOR LANDSCAPE USE

GENERAL PLANTING NOTES:

1. THE CONTRACTOR SHALL LOCATE AND VERIFY THE EXISTANCE OF ALL UTILITIES PRIOR TO STARTING WORK.

2. THE CONTRACTOR SHALL SUPPLY ALL PLANT MATERIALS IN QUANTITIES SUFFICIENT TO COMPLETE THE PLANTING SHOWN ON ALL DRAWINGS.

3. ALL MATERIALS SHALL CONFORM TO THE GUIDELINES ESTABLISHED BY THE CURRENT AMERICAN STANDARD FOR NURSERY STOCK, PUBLISHED BY THE AMERICAN ASSOC. OF NURSERYMEN.

4. NO PLANT SHALL BE PUT INTO THE GROUND BEFORE ROUGH GRADING HAS BEEN FINISHED AND APPROVED BY THE PROJECT ARCHITECT OR EQUAL.

5. ALL PLANTS SHALL BEAR THE SAME RELATIONSHIP TO FINISHED GRADE AS THE PLANT'S ORIGINAL GRADE BEFORE DIGGING.

6. ALL PLANTS SHALL BE BALLED AND WRAPPED OR CONTAINER GROWN AS SPECIFIED. NO CONTAINER GROWN STOCK WILL BE ACCEPTED IF IT IS ROOT BOUND. ALL ROOT WRAPPING MATERIAL MADE OF SYNTHETICS OR PLASTICS SHALL BE REMOVED AT TIME OF PLANTING.

7. ALL PLANTS SHALL BE THOROUGHLY WATERED TWICE DURING THE FIRST 24–HOUR PERIOD AFTER PLANTING. ALL PLANTS SHALL BE THEN WATERED WEEKLY, IF NECESSARY, DURING THE FIRST GROWING SEASON.

8. TREES SHOULD BE STAKED & WIRED ONLY WHERE EXTREME WIND OR VANDALISM MAKES SUCH SUPPORT NECESSARY. IF STAKING IS NECESARY, TREES SHALL BE SECURED WITH 3 GUY WIRES SPACED 120 DEGREES APART. TREE SHALL STAND PLUMB. GUY WIRES SHALL BE REMOVED AFTER THE SECOND GROWING SEASON.

9. NO SOIL AMENITIES ARE TO BE ADDED TO BACKFILL MATERIAL.

10. SOIL BACKFILL SHOULD BE THOROUGHLY WATERED AS IT IS BACKFILLED INTO THE HOLE TO REMOVE ANY AIR POCKETS.

PLANT LIST FOR LOT 2

KEY	QUANTITY	SCIENTIFIC NAME	COMMON NAME	SIZE	CONDITION	SPACING	NATIVE
SHADE TRESS							
Ar	10	Acer rubrum	October Glory Maple	3" - 3 1/2 "cal.	B&B	PER PLAN	Yes
As	10	Acer sacharum	Sugar Maple	3" - 3 1/2" cal.	B&B	PER PLAN	Yes
EVERGREEN TREES							
AH	5	Illex opaca	American Holly	10' 12'	B&B	PER PLAN	Yes
ORNAMENTALS TREES							
Pv	14	Prunus Virginiana 'Canada Red'	Canada Red Chockberry	6' to 8' HT.	B&B	PER PLAN	Yes
Cc	15	Cercis Canadensis	Redbud	7' to 9' HT.	B&B	PER PLAN	Yes
SHRUBS							
Mp	55	Myrica pensylvanica	Bayberry	18" to 24" ht.	CONTAINER	PER PLAN	Yes
BTM	4	Berberis Thumbergii 'monomb'	Cherry Bomb Japanese B	18"-24"	CONTAINER	PER PLAN	No
GGB	18	Buxus X 'Green Gem'	Green Gem Boxwood	18"-24"	CONTAINER	PER PLAN	No
FG	11	Fothergilla gardenii	Dwarf Fothergilla	18"-24"	CONTAINER	PER PLAN	Yes
JH	15	Juniperus horizontales	Creeping Juniper	1 Galon	CONTAINER	PER PLAN	Yes
RR	3	Rhododendron X Nova Zembia	Red Rhododendron	18"-24"	CONTAINER	PER PLAN	Yes
SJW	50	Hypericum prolificum	Shruby St. John's Wort	18"-24"	CONTAINER	PER PLAN	Yes

LANDSCAPE PLAN CERTIFIED BY:

STATE OF MARYLAND · GARY ROBERT BUTSON · NO. 53 · REGISTERED LANDSCAPE ARCHITECT

02/09/2026
DATE

GARY R. BUTSON
REGISTERED LANDSCAPE ARCHITECT
MD. # 53

STATE OF MARYLAND · MASSOUD TOWHIDI · NO. 19644 · REGISTERED PROFESSIONAL ENGINEER

02/09/2026

PROFESSIONAL CERTIFICATION

"I hereby certify that these documents 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. 19644, Expiration Date: 04/18/2027."

MISS UTILITY
FOR LOCATION OF UTILITIES CALL 1–800–257–7777
48 HOURS IN ADVANCE OF ANY WORK IN THE VICINITY

TABLE 1
BUFFERING INCOMPATIBLE USES REQUIREMENTS
(SECTION 4.6-2)

1) NAME OF SPECIAL ROADWAY: RITCHIE MARLBORO
2) TYPE OF SPECIAL ROADWAY: HISTORIC
3) GENERAL PLAN DESIGNATION: DEVELOPING TIER
4) LINEAR FEET OF STREET FRONTAGE, NOT INCLUDING DRIVEWAY ENTRANCE: 184.87' – 43' (DRIVEWAY ENTRANCE) = 141.87'
5) MINIMUM WIDTH OF REQUIRED BUFFER: 20'
6) MINIMUM WIDTH OF PROVIDED BUFFER: *10' PUE & 10' LANDSCAPE BUFFER (20' TOTAL BIFFER).
7) PERCENTAGE OF REQUIRED BUFFER OCCUPIED BY EXISTING TREES: N/A
8) INVASIVE SPECIES IN THE BUFFER AREAS? NO
9) NUMBER OF PLANTS REQUIRED: 114 UNITS
10) TOTAL NUMBER OF PLANTS PROVIDED: 175 UNITS
    (a) SHDE TREES
    (b) 16 ORAMENTALS/EVERGREEN (80 UNITS)
    (c) 84 SHRUBS (95 UNITS)

TABLE 1 NOTE:
(1) The required buffer of 20' is provided on site between the 10' landscape buffer and 10' public utility easement; therefore, an alternative compliance is not necessary.
(2) Ornamental trees were substituted for (1) shade tree due to the overhead utility line along Ritchie Road per Section 4.2 (B) (ii) of the 2010 Prince George's County Landscape Manual,
(B) where the plantings required in 4.2(c) (3) (A) (ii) would result in an inappropriate or impractical design due tot he underground utilities, overhead wires, or other factors, the following shall apply.
(ii) Overhead Utilities: (2) ornamental trees may be substituted for one (1) shade tree.

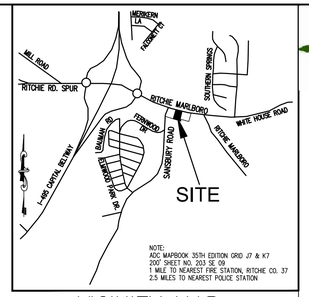
TABLE 2
BUFFERING INCOMPATIBLE USES REQUIREMENTS
(SECTION 4.7)

1) GENERAL PLAN DESIGNATION: DEVELOPING TIER
2) USE OF PROPOSED DEVELOPMENT: DRIVE-IN OR FAST-FOOD RESTAURANT
3) IMPACT OF PROPOSED DEVELOPMENT: H
4) USE OF ADJOINING DEVELOPMENT: CHURCH
5) IMPACT OF ADJOINING PROPERTY: M
6) MINIMUN REQUIRED BUFFERYARD: B
7) MINIMUM REQUIRED BUILDING SETBACK: 30'
8) BUILDING SETBAK PROVIDED: 30'
9) MINIMUM WIDTH OF LANDSCAPE YARD: 20'
10) WIDTH OF LANDSCAPE YARD PROVIDED: 20'
11) LINEAR FEET OF BUFFER STRIP REQUIRED ALONG PROPERTY LINE AND R/W: 96.6' (POTENTIAL DRIVEWAY AISLE EXCLUDED)
12) PERCENTAGE OF REQUIRED BUFFERYARD OCCUPIED BY EXISTING WOODLAND: N/A
13) SIX FOOT FENCE OR WALL OR FIVE FOOT BERM EMPLOYED IN BUFFER YARD: N/A
14) TOTAL NUMBER OF PLANT UNITS REQUIRED IN BUFFER STRIP: PLANT UNITS: 80
15) NUMBER OF SHADE TREES PROVIDED 11 X 10 = 110
    NUMBER OF EVERGREEN PROVIDED 5 X 5 = 25
    NUMBER OF ORNAMENTALS PROVIDED 8 X 5 = 40
    NUMBER OF SHRUBS 10 X 1 = 10
    TOTAL NUMBER OF PLANT UNITS PROVIDED IN BUFFER STRIP: 185

E:\24-036\DOCUMENTS\DESIGN\LAN\ BUFFERING INCOMPATIBLE 2

TABLE 4
SUSTAINABLE LANDSCAPING REQUIREMENTS
(SECTION 4.9)

1) PERCENTAGE OF NATIVES PLANT MATERIAL PROPOSED IN EACH CATEGORY (MINIMUN REQUIRED):
    SHADE TRESS: 100 PERCENT NATIVE
    ORNAMENTALS: 100 PERCENT NATIVE
    EVERGREENS: 100 PERCENT NATIVE
    SHRUBS: 86 PERCENT NATIVE
2) ARE INVASIVE SPECIES PROPOSED? NO
3) ARE EXISTING INVASIVE SPECIES ON SITE IN AREAS THAT ARE TO REMAIN UNDISTURBED? NO
4) IF "YES" IS CHECKED DIRECTLY ABOVE, IS A NOTE INCLUDED ON THE PLAN REQUIRING REMOVAL OF INVASIVE SPECIES PRIOR TO CERTIFICATION IN ACCORDANCE WITH SECTION 1.5 CERTIFICATION OF PLANT MATERIALS, OF THIS MANUAL? N/A
5) ARE TREES PROPOSED TO BE PLANTED ON SLOPES GREATER THAT 3 TO 1? NO



VICINITY MAP
SCALE: 1"=2000'

Table 3
INTERIOR PLANTING FOR PARKING LOTS 7,000 SQUARE FEET OR LARGER
Section 4.3-2

1) PARKING LOT AREA: 9,000 SF
2) INTERIOR LANDSCAPED AREA REQUIRED: 8% = 720 SF
3) INTERIOR LANDSCAPED AREA PROVIDED: 1,300 SF
4) MINIMUM NUMBER OF SHADE TREES REQUIRED: 3
5) NUMBER OF SHADE TREES PROVIDED: 6
6) IS A MINIMUM OF 160 SF OF CONTIGUOUS PERVIOUS LAND AREA PROVIDED PER SHADE TREE? YES
7) IS THERE A PLANTING ISLAND ON AVERAGE EVERY 10 SPACES? YES
8) IS A CURB OR WHEEL STOP PROVIDED FOR ALL PARKING SPACES ABUTTING A PLANTING OR A PEDESTRIAN AREA? YES
9) ARE PLANTING ISLANDS THAT ARE EITHER PARALLEL OR PERPINDICULAR TO PARKING SPACES ON BOTH SIDES A MINIMUM OF 9 FEET WIDE? YES

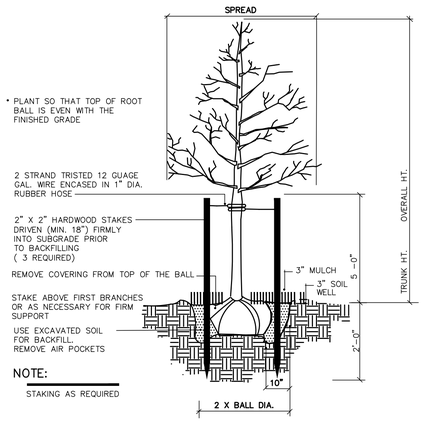
TABLE 5

Tree Canopy Coverage Schedule for Sec. 25-128

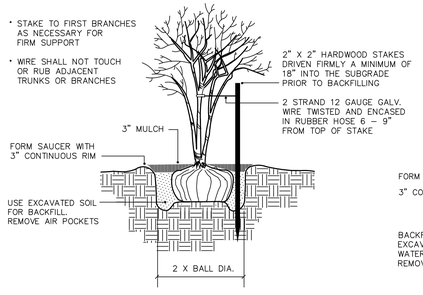
Project Name:	TCP2#:	DRD Case #:	Area (acres)
Dunkin Donuts (Sansbury Crossing lot 2)	025/11	DSP-24017	
Site Calculations:	Zone 1:	RMF-48	1.35
	Zone 2:		
	Zone 3:		
	Zone 4:		
	Total Acres:		1.35
Total Acres (net acres)	% of TCC required	TCC Required (Acres)	TCC Required in (SF)
1.35	20.0%	0.27	11761
A. TOTAL ON-SITE WC PROVIDED (acres) =		acres	0
B. TOTAL AREA EXISTING TREES (non-WC acres) =	0.00	acres	0
C. TOTAL SQUARE FOOTAGE IN LANDSCAPE TREES =			11925
D. TOTAL TREE CANOPY COVERAGE PROVIDED =			11925
E. TOTAL SQUARE FOOTAGE REQUIRED =			11761
			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		0
	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		0
	2-2 1/2"=100		0
Deciduous - **minor shade** tree (25-50' height with equal spread or greater). Minimum planting size 8-10' in height	2-1/2-3"=110	30	3300
	2-1/2-3"=160		0
	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		0
	3-3 1/2"=250	31	7750
Evergreen - **columnar** tree (less than 30' height with spread less than 15')	6-8'=40		0
	8-10'=50		0
	10-12'=75		0
Evergreen - **small tree** (30-40' height with spread of 15-20')	6-8'=75		0
	8-10'=100		0
	10-12'=125		0
Evergreen - **medium tree** (40-50' height with spread of 20-30')	6-8'=125		0
	8-10'=150		0
	10-12'=175	5	875
Evergreen - **large tree** (50' height or greater with spread of over 30')	6-8'=150		0
	8-10'=200		0
	10-12'=250		0
TOTAL NUMBER OF TREES/TCC CREDIT (SF)		66	11925
(Manually enter information/figures into shaded areas)			
MASSOUD TOWHIDI		1/21/2025	
Prepared by		Date	
		Revised June 2011	

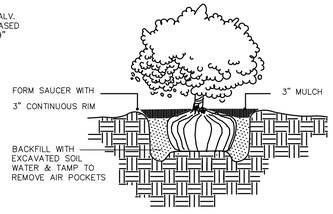
NOTE:
THERE ARE 8 EXISTING SHADE TREES WITH IN LOT 2 THAT ARE PART OF THE TCC CALCULATIONS. THESE TREES WERE PLANTED UNDER DPS–07043/01; THEREFORE, THEY HAVE BEEN COUNTED AS PART OF THE TREE CANOPY COVERAGE. THE LOCATION OF THE TREES IS ON THE EXISTING ISLAND BETWEEN LOT 1 AND 2.



DECIDOUS TREE PLANTING – VERTICAL STAKES
SCALE: NOT TO SCALE



MULTI–TRUNK TREE STAKING
SCALE: NOT TO SCALE



SHRUB PLANTING
SCALE: NOT TO SCALE

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M-NCPPC
APPROVAL

PROJECT NAME: DUNKIN DONUTS AT SANSBURY CROSSING
PROJECT NUMBER: DSP-XXXX
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937–3501 FAX (301) 937–3507

DUNKIN' AT SANSBURY CROSSING
MELWOOD (15TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

LANDSCAPE DETAILED SHEET

REVISIONS

DATE: DEC, 2025
DWN. RC | CHECKED MT
SCALE: 1' = 20'
PROJECT/FILE NO. 24–036
SHEET NO. 13 OF 13

UTILITY CERTIFICATION:

I HEREBY CERTIFY THAT THE EXISTING AND/OR PROPOSED UNDERGROUND UTILITY INFORMATION SHOWN HEREON HAS BEEN CORRECTLY DUPLICATED FROM UTILITY COMPANY RECORDS, FURTHER THAT THIS PROJECT HAS BEEN CAREFULLY COORDINATED WITH EACH INVOLVED UTILITY COMPANY, AND ALL AVAILABLE UNDERGROUND UTILITY INFORMATION RELATIVE TO THIS PLAN HAS BEEN SOLICITED FROM THEM.

MASSOUD TOWHIDI, P.E.
MD. REG. #19644

01/23/2026
DATE

DRAINAGE CERTIFICATION:

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MASSOUD TOWHIDI, P.E.
MD. REG. #19644

01/23/2026
DATE

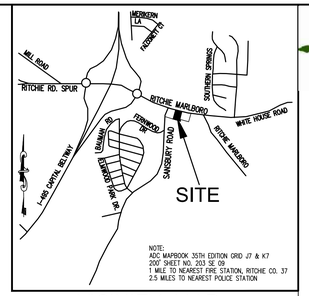
STATE OF MARYLAND
MASSOUD TOWHIDI
NO. 19644
REGISTERED
PROFESSIONAL ENGINEER
01/23/2026

PROFESSIONAL CERTIFICATION

"I hereby certify that these documents 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. 19644, Expiration Date: 04/18/2027."

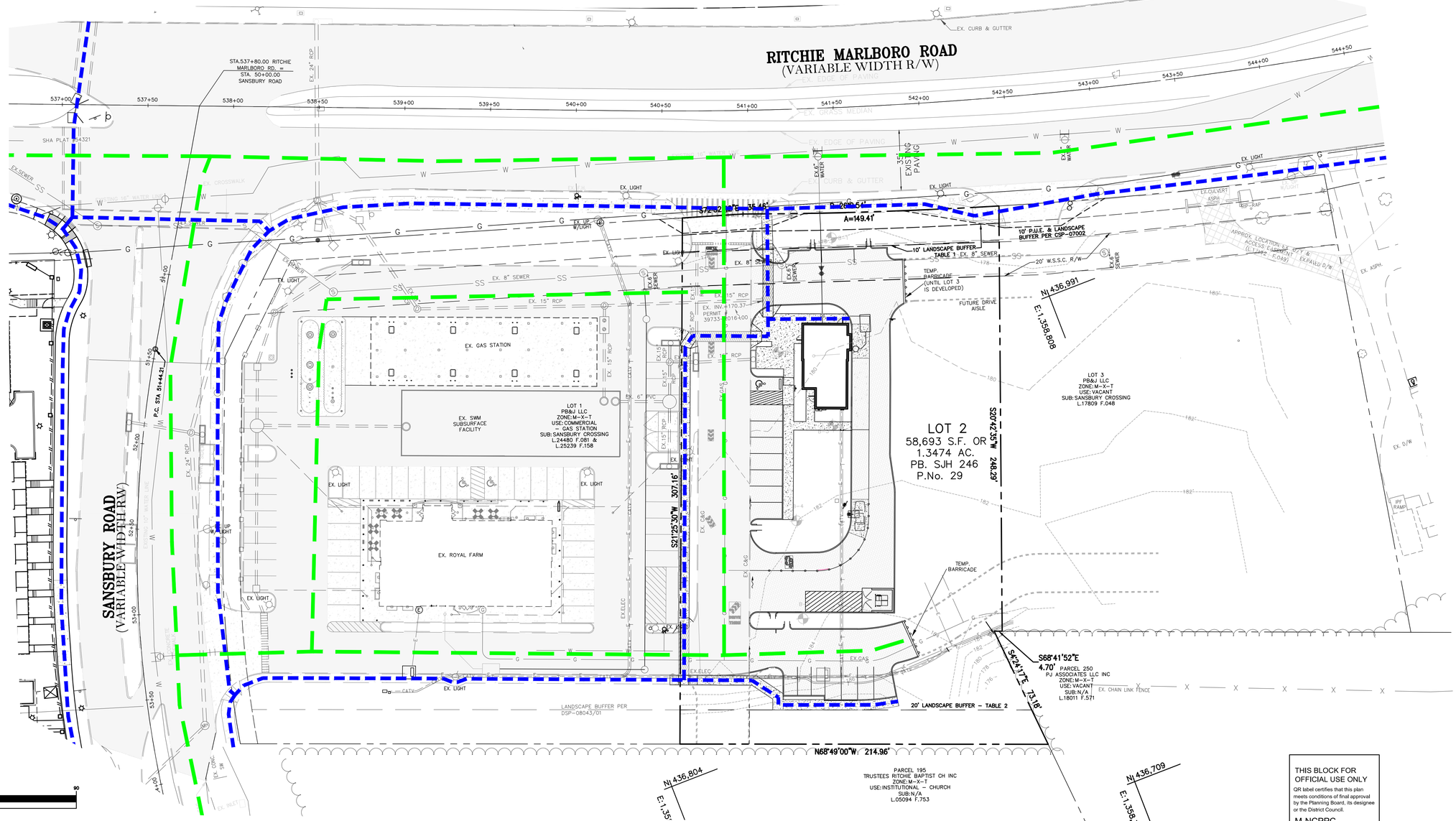
LEGEND:

PEDESTRIAN & BICYCLE CIRCULATION
TRAFFIC CIRCULATION



VICINITY MAP
SCALE: 1"=2000'

NORTH



GRAPHIC SCALE

30 0 15 30 60 90

(IN FEET)
1 inch = 30 ft.

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M-NCPPC
APPROVAL

PROJECT NAME: DUNKIN DONUTS AT SANSBURY CROSSING

PROJECT NUMBER: DSP-XXXX

For Conditions of Aprproval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

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DUNKIN'DONUTS AT SANSBURY CROSSING

MELWOOD (15TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

TRAFFIC, PEDESTRIAN & BICYCLE CIRCULATION EXHIBIT

REVISIONS

DATE: JAN, 2026	
DWN. RC	CHECKED MT
SCALE: AS SHOWN	
PROJECT/FILE NO. 24-036	
SHEET NO. 1 OF 1	

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

February 9, 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-24017 Dunkin Donuts at Sansbury Crossing**

The subject property comprises 1.35 acres and is located on the southeast side of Ritchie Marlboro Road, approximately 235 feet east of its intersection with Sansbury Road in Upper Marlboro. The subject property is zoned Residential, Multifamily-48 (RMF-48) and located within the 2007 *Approved Westphalia Sector Plan* area. The subject application proposes the development of an eating or drinking establishment with drive-through service.

The 2007 *Approved Westphalia Sector Plan* contains goals and policies related to historic preservation (pages 66-68). However, these are not specific to the subject site or applicable to the proposed development. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is high. The southeastern side of the subject property contains the Chesapeake Beach Railway Prism (Documented Property PG:72-81/Archeological Site 18PR605). This portion of the subject property has previously been disturbed, so there are minimal archeological impacts from the subject application. The subject property does not contain and is not adjacent to any designated Prince George's County Historic Sites or resources.

Historic Preservation Section staff recommend approval of DSP-24017, Dunkin Donuts at Sansbury Crossing, 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

February 5, 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: Sarah R. Benton, AICP, Assistant Division Chief, Community Planning Division

FROM: Michael D. Calomese, AICP, Planner III, Master Plans and Studies Section, Community Planning Division MDC

SUBJECT: **DSP-24017 Dunkin Donuts at Sansbury Crossing**

FINDINGS

Pursuant to Section 27-546(d)(2) of the Prior Zoning Ordinance, the Planning Board must find "For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change or include a major employment use or center which is consistent with the economic development strategies of the Sector Plan or General Plan." Master Plan conformance is required for this application.

The Community Planning Division finds that the revised plans generally conform with the recommendations of the 2007 *Approved Westphalia Sector Plan* and meets policies regarding the quality and aesthetics of building materials and their architectural variety, the consolidation and limitation of entrances to the site from major roadways, the provision of sidewalks, pocket parks, and sitting areas. A discussion of the Sector Plan's recommendations is provided below.

BACKGROUND

Application Type:	Detailed Site Plan for property located outside of an overlay zone
Planning Area:	78
Community:	Westphalia & Vicinity

Location:	Along the southeast side of Ritchie-Marlboro Road, approximately 235 feet east of its intersection with Sansbury Road, on Lot 2
Size:	1.35 acres
Existing Use:	Vacant
Future Land Use:	Activity Center
Proposal:	Construction of a 1,282 square-foot eating and drinking establishment with drive-through service.
Zoning:	Residential, Multifamily-48 (RMF-48) Zone
Prior Zoning:	Mixed-Use Transportation Oriented (M-X-T) Zone
Applicable Zoning Ordinance:	Prior Zoning Ordinance

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is located in the Established Communities Growth Policy Area. The vision for Established Communities is that it is most appropriate for context-sensitive infill and low- to medium-density development. Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met. (p. 20)

The application is consistent with Plan 2035's Economic Prosperity Goal, which is to "create a diverse, innovative, and regionally competitive economy that generates a range of well-paying jobs and strategically grows the tax base." (p. 121) This application meets these goals by providing expanding employment opportunities within the County.

Sector Plan: The 2007 *Approved Westphalia Sector Plan* (Sector Plan) recommends **Activity Center** as the designated land use on the subject property. The Sector Plan describes an activity center as a commercial area outside the town center core area with medium- to high-density, mixed-use commercial, retail, and office development (p. 29).

The proposed use does not strictly conform with the recommended land use. However, the applicant has elected to develop the subject property using the prior Zoning Ordinance, and the Mixed-Use Transportation Oriented (M-X-T) Zone, permits the construction of "Eating or Drinking Establishments" by right. (Sec. 27-547(b)(1))

In addition, the Sector Plan recommends the following policies and strategies to help advance the intent and purpose of the plan.

PART 2 - DEVELOPMENT PATTERN ELEMENT

Policy 4—Mixed-Use Activity Centers (p. 29)

- Promote development of six distinct mixed-use activity areas beyond the town center area with residential, retail, service, and employment components to service the area's neighborhoods. (p. 29)

Strategy (p. 29)

Mixed-Use Activity Centers and Mixed-Use Neighborhood Centers

- Develop distinct commercial activity centers serving communities and neighborhoods outside the town center core area with medium- to high-density, mixed-use commercial, retail, and office development that is designed around a main street and anchored by shared amenities such as open space or civic centers.

Design Principles (p. 30)

- Develop distinct, high quality, walkable, mixed-use and "main street" commercial development areas with focal points and shared amenities:
    - Design commercial development to front a main street or parks, plazas, or courtyards.
    - Design interesting and attractive architectural features that create a quality environment and "sense of place":
        - Develop buildings and signage with a common, appealing, and unifying themes and attractive, clearly demarcated entrances.
        - Encourage the use of materials and finishes that reinforce a sense of quality and permanence.
        - Design buildings to be attractive on all sides.
        - Design buildings with some form of architectural variation or articulation.
        - Promote ample and numerous windows on a building's front ground-level elevation.
    - Main street businesses should be interconnected between parcels with the sharing of curb cuts, parking, and stormwater management.
    - Restrict drive-in commercial services to rear areas behind main structures; do not allow on street fronts.
    - Provide high levels of pedestrian accommodation, safety and amenity:
        - Design sidewalks no less than six feet in width to include street trees and planting boxes.
        - Design internal streets/site circulation as low-speed streets with parallel or angled on-street parking.
        - Provide pedestrian amenities such as canopies and street furniture.
        - Do not design main streets larger than two lanes in each direction.
        - Design key intersections with clearly demarcated crosswalks and enhancements such as brick pavers.
        - Promote innovative pedestrian safety improvements such as bump-outs.

- Utilize landscaping and parked cars to buffer people from traffic.
- Encourage street medians with amenities such as raised planters and ornamental or period lighting.
- Encourage progressive and aesthetically appealing traffic-calming techniques such as roundabouts or traffic circles that are raised and landscaped.
- Design parking to meet needs of various uses: short-term turnover for retail, longer term for employment, permit parking for residential areas, and parking for evening and nighttime uses.

Analysis: The subject property is located beyond the Westphalia Town Center, east of the intersection of Ritchie Marlboro Road and Sansbury Road, and will promote medium-density commercial activity. Facades of painted metal coating, fiber cement lap siding, and stone veneer encompass the proposed building on all elevations. Eight-foot sidewalks exist along Ritchie Marlboro Road with internal vehicular circulation between the proposed development and the existing development to the west. Crosswalks on the subject property will promote safe pedestrian movement from the sidewalk to the development west to the property.

Staff request that the applicant create pedestrian connections and incorporate design elements that create a "common, appealing, and unifying theme" to create a "main street" character as envisioned by the Sector Plan and illustrated in Public Record Exhibit 19.

Design elements shall include similar building designs, construction materials, street furniture, landscaping, artwork, and/or site features including stone, masonry, or decorative columns along Ritchie Marlboro Road consistent with the existing brick and stone gateway signage at the corner of Ritchie Marlboro Road and Sansbury Road. The design elements shall be located along the property's frontage and establish a continuous edge that defines the public realm and shapes the experience of pedestrians and motorists.

This is in keeping with the actions of the County Council, operating as the District Council, when the Council affirmed the decision of the Planning Board, with conditions, for CSP-07002, on November 10, 2008. Condition 5c reads as follows:

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

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

Policy 7—Gateways (p. 32)

- Promote the development of attractive gateways into the Westphalia area that define the site's image as an inviting and safe place.

Strategy (p. 32)

- Develop ten gateways at key intersections entering the Westphalia community at the following locations (see Map 4):
    - 8. Sansbury Road and White House Road

Design Principles (p. 32)

- Design designated gateways to include at least the following design elements:
    - Landmark elements such as entrance signage, artwork, monuments constructed on features such as stone or masonry, decorative columns, water features, or clock towers.
    - Landscape design including both softscape and hardscape elements.
    - Resting and recreation facilities, information kiosks, or other amenities as appropriate.

(Please refer to Map 4: Land Use, p. 19, and Illustration 5: Mixed-Use Activity Centers, p. 29.)

Analysis: Brick and stone gateway signage is located at the southern east intersection of Sansbury Road and Marlboro Road. Landscaping will be placed in strategic locations on the site to highlight this gateway. In addition, it is noted that an area for outdoor dining with picnic tables and benches will be constructed on the property along the west elevation of the building. This will activate the streetscape and enhance the frontage. A pylon sign is proposed and will advertise the retail location.

Staff request that the applicant incorporate signage for the retail location into the landscaping and decorative column design on Ritchie Marlboro Road and install additional wayfinding signage, provide artwork, or create a landmark feature on the property to accent the gateway.

The Sector Plan has designated key locations in Westphalia that serve as welcoming entry points to the community. Though gateway signage was installed at the intersection of Ritchie Marlboro Road and Sansbury Road, an additional design feature is requested to be installed on the subject property. The gateway located at this intersection can be further enhanced and a theme can be created along Ritchie Marlboro Road to accent this property and this intersection.

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

SMA/Zoning: The 2007 *Approved Westphalia Sectional Map Amendment* rezoned the subject property from the Rural Residential (R-R) and Residential-Agricultural (R-A) Zones to the Mixed-Use Transportation Oriented (M-X-T) Zone. On November 29, 2021, the District Council approved CR-136-2021, the Countywide Map Amendment (CMA), which reclassified the subject property from the M-X-T Zone to the Residential, Multifamily-48 (RMF-48) Zone, effective April 1, 2022.

MASTER PLAN CONFORMANCE ISSUES: None

ADDITIONAL INFORMATION: None

cc: Long-Range Agenda Notebook

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

January 15, 2026

MEMORANDUM

TO: Dexter Cofield, Planner II, Urban Design Section

VIA: Mridula Gupta, Planning Supervisor, Subdivision Section MG

FROM: Hannah Palmer, Planning Technician III, Subdivision Section HRP

SUBJECT: DSP-24017; Dunkin at Sansbury Crossing

The subject property is 1.347 acres in area and is located on Tax Map 74 in Grid F4. It consists of one lot, known as Lot 2, recorded in the Prince George's County Land Records in Plat Book SJH 246 plat no. 29, approved on December 5, 2016. The property is Residential, Multifamily-48 (RMF-48). However, this application was reviewed pursuant to the property's prior Mixed Use Transportation Oriented (M-X-T) zone. This detailed site plan (DSP-24017) proposes to construct a 1,282-square-foot eating or drinking establishment with drive-through service and associated parking. This application was accepted for review on January 2, 2026, and this referral is based on plans submitted with that acceptance. Major issues were provided via email on January 13, 2026.

The property is subject to Preliminary Plan of Subdivision (PPS) 4-07057 which was approved on April 3, 2008, and the resolution was adopted on April 24, 2008 (PGCPB Resolution No. 08-51). The preliminary plan of subdivision approved 3 lots for 20,000–30,000 square feet of commercial/retail use. Lot 2 was platted in Plat Book SJH 246 plat no. 29, in conformance with 4-07057.

Detailed Site Plan DSP-08043 was approved by the Planning Board on June 11, 2009 for infrastructure only on the three lots (Lots 1, 2, and 3). DSP-08043-01 was approved by the Planning Board on May 16, 2016, for development of a food and beverage store and gas station on Lot 1. Lot 3 is currently vacant.

PPS 4-07057 was approved with 14 conditions. The conditions relevant to the review of this DSP are listed below in bold text. Staff analysis of the project's conformance to the conditions follows each one in plain text:

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

A Type 2 tree conservation plan was submitted with this application. Conformance to this condition should be further evaluated by Environmental Planning Section.

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

A copy of an approved Stormwater Management Concept (SWM) plan and approval letter were not provided with this application. Conformance to this condition should be further evaluated by Environmental Planning Section.

4. **Any residential development of the subject property shall require the approval of a new preliminary plan of subdivision prior to the approval of a detailed site plan proposing such use.**

No residential development is proposed with this DSP.

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

This condition shall be reviewed further at the time of building permit.

6. **Prior to the approval of the detailed site plan (DSP) the applicant shall submit evident that the access easement (Liber 17192 Folio 049) dated April 7, 2003, that encumbers Lot 3 to serve Parcel 140 to the east has been abandoned. If the applicant is unable to obtain the abandonment, the DSP shall delineate the full extent of the easement and ensure uninterrupted access to Parcel 140. The layout shall be designated so that there will be no vehicular or pedestrian conflict between the development on Lot 3 and the use of the easement by the owners of Parcel 140.**

This condition appears to have been fulfilled prior to certification of DSP-08043, however, the current DSP shows this easement on adjoining Lot 3. Urban Design Section should confirm whether this condition was fulfilled or is still outstanding.

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

The access easement on Lot 3 is shown as removed but remains listed on the site plan. Conformance with this condition will be evaluated with the future detailed site plan (DSP) for Lot 3.

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

In their statement of justification, the applicant stated that a trip generation letter was prepared by Lenhart Traffic Consultants and submitted with the application, demonstrating that the proposed development remains within the trip cap established with the PPS. Staff, however, were not able to find this letter in the submission material. This condition shall be further evaluated by Transportation Planning Section.

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

The current aerial imagery for the subject property does not show a structure existing on the site. However, review of resolutions for DSP-08043 and DSP-08043-01 do not clarify whether the existing house on the property was photographed and recorded on the Maryland Inventory of Historic Properties form, and that the documentation was submitted to staff of the Historic Preservation Section. Conformance to this condition should be verified by the Historic Preservation Section.

Additional Comments:

1. The subject property received an automatic certificate of adequacy in accordance with Section 24-4503(a)(1) of the Subdivision Regulations, effective April 1, 2022, for a period of 12 years.

Recommended Conditions:

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

    a. Label Lot 2 with the recording final plat reference as Plat Book SJH 246 plat no. 29.

    b. List Preliminary Plan of Subdivision 4-07057 as prior development approval applicable to the subject property.

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

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

January 30, 2026

MEMORANDUM

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

FROM: Jon Wilson Jon Wilson, 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: Dunkin Donuts at Sansbury, DSP-24017

Prior Conditions of Approval

The subject site is governed by Conceptual Site Plan (CSP)-07002 and 07002-01, Detailed Site Plan (DSP)-08043 and 08043-01, Preliminary Plan of Subdivision (PPS) 4-07057, and Final Plat of Subdivision 5-16122. The following conditions are applicable to this application:

CSP-07002

9. Prior to the issuance of any building permits 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. Sansbury Road/D'Arcy Road intersection
        i. Provide a separate left and right turn for D'Arcy Road approaches. Since these additional improvements will not lower the delay below 50 seconds in any given movement, and per the requirement of DPW&T, the applicant shall conduct a traffic signal warrant study and install a signal if deemed to be warranted AND approved by DPW&T.
    b. Ritchie Marlboro Road/White House intersection
        i. Provide the following improvements:
            1. Northbound approach: two left-turn lanes and a shared left-through-right lane
    c. Sansbury Road/Ritchie Marlboro Road intersection
        i. Provide a third eastbound and westbound through lane

Comment: The condition will be evaluated at the time of the permit.

10. The final plat shall carry a note that access to Sansbury Road from this site shall be limited to a right-in/right-out only.

Comment: This condition will be evaluated at the time of final plat

11. There shall be no direct access to Ritchie Marlboro Road from Lot 1

Comment: The subject site is located on Lot 2 but is adjacent to Lot 1. Lot 2 has one direct access point along Ritchie Marlboro Road.

12. Access to Sansbury Road shall be limited to a right-in, right-out only.

Comment: Lots 1and 2 share a right-in right-out access point along Sansbury Road.

CSP-07002-01

2. At the time of the detailed site plan, for any use proposed with drive-through service, the following additional development standards shall apply:
    a. Notwithstanding, adequate queuing shall be provided; only one ordering/queuing lane shall be permitted per establishment with drive-through service, unless modified by the Planning Board at the time of a detailed site plan.
    c. The site shall be designed with emphasis on pedestrian accommodations, as provided on page 30 of the 2007 Approved Westphalia Sector Plan and Sectional Map Amendment.

Comment: A queuing analysis was provided that indicated adequate stacking is available within the proposed one lane configuration and can be contained onsite. An eight-foot-wide sidewalk along frontage of Ritchie-Marlboro Road and internal sidewalks with ADA curb ramps and crosswalks at vehicular crossings provide pedestrian accommodation.

PPS-4-07057

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

Comment: This condition will be evaluated at the time of final plat. However, the site plan includes one of the two vehicular access points allotted to access Lots 2 and 3.

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

Comment: The proposed development application does not exceed the established trip cap. The existing Royal Farm generates 62 AM and 95 PM peak-hour trips. The proposed development will generate 11 AM and 1 PM peak hour trips, which is a total of 73 AM and 96 PM peak hour trips. This condition has been met.

9. Prior to the issuance of any building permits 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. Sansbury Road/D'Arcy Road intersection
    Provide a separate left and right turn for D'Arcy Road approaches. Since these additional improvements will not lower the delay below 50 seconds in any given movement, and per the requirement of DPW&T, the applicant shall conduct a traffic signal warrant study and install a signal if deemed to be warranted AND approved by DPW&T.
    b. Ritchie Marlboro Road/White House intersection
    Provide the following improvements:
        - Northbound approach: two left-turn lanes and a shared left-through-right lane
    c. Sansbury Road/Ritchie Marlboro Road intersection
        - Provide a third eastbound and westbound through lane

Comment: The condition will be evaluated at the time of permitting

10. The final plat shall carry a note that access to Sansbury Road from this site shall be limited to a right-in/right-out only.

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

Master Plan Compliance

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

Right of Way (ROW)

Ritchie Marlboro Road (A-39): 120-foot ROW

Comment: The MPOT and sector plan recommend the above ROW, which is identified on plan sheets 4 and 5.

Pedestrian and Bicycle Facilities

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

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

Recommendations, Policies, and Goals
MPOT Complete Streets Policies:

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

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

The 2007 *Approved Westphalia Plan and Sectional Map Amendment* include the following goals and policies *(Page43)*

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

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

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 27274(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.**

Comment: The development requires 18 parking spaces, of which 1 ADA, 3 compact nonparallel, 3 compact parallel, and 11 standard parking spaces are proposed to meet the requirements. The site also includes bicycle parking to accommodate 8 bicycles.

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

Comment: The proposed development does not require a designated loading space, and one was provided. However, a truck turning exhibit was provided and demonstrated that larger vehicular movement through the site will be sufficient.

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

Comment: Access to the site is provided via one right-in/right-out driveway and an eight-foot-wide sidewalk along Ritchie Marlboro Road, with internal drive aisles and marked pedestrian routes throughout the site and to adjacent uses. A queuing analysis was provided for the proposed eating or drinking establishment that demonstrates a drive-through scenario and shows that vehicular stacking could be contained within the site and limit the impact on circulation within the larger development.

Recommendations

Based on the findings presented above, staff conclude that the multimodal transportation facilities access and circulation for this plan are acceptable, consistent with the site design guidelines pursuant to Section 27, and meet the findings for vehicle, pedestrian, and bicycle transportation purposes.

Countywide Planning Division
Prince George's County Planning Department 301-952-3650

January 30, 2026

MEMORANDUM

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

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

FROM: Alexander Kirchhof, Planner II, Environmental Planning Section, CWPD

SUBJECT: **Dunkin at Sansbury Crossing DSP-24017**

The Environmental Planning Section (EPS) has reviewed the above referenced detailed site plan (DSP) application stamped as received on January 5, 2026. Comments were provided in a Subdivision and Development Review Committee (SDRC) meeting on January 16, 2026. Additional plans were received on January 23, 2026. The EPS finds the application in conformance with Sections 27-285(b)(3), 27-285(b)(4), 27-282(e)(5), 27-282(e)(9),27-282(e)(11) of the prior Zoning Ordinance, and 24-131 of the prior Subdivision Regulations, and recommends approval of DSP-24017 subject to the findings at the end of this memorandum.

BACKGROUND
The EPS has reviewed this site previously with the review of the following applications:

Development Review Case	Associated TCP(s)	Authority	Status	Action Date	Resolution Number
NRI-120-06	N/A	Staff	Approved	10/24/2006	N/A
CSP-07002	TCPI-031-07	Planning Board	Approved	4/3/2008	PGCPB No. 08-50
4-07057	TCPI-031-07	Planning Board	Approved	4/3/2008	PGCPB No. 08-51
DSP-08043	TCPII-021-09	Planning Board	Approved	6/11/2009	PGCPB No. 09-98
DSP-08043-01	TCPII-021-09-01	Planning Board	Approved	5/19/2016	PGCPB No. 16-71
CSP-07002-01	TCPI-031-07	Planning Board	Approved	6/5/2025	PGCPB No. 2025-046
DSP-24017	TCPII-021-09-01	Planning Board	Pending	Pending	Pending

PROPOSED ACTIVITY
The current application is a detailed site plan for the development of a Dunkin with a drive-thru, parking, and associated infrastructure.

APPLICABLE ENVIRONMENTAL REGULATIONS

This property is subject to the grandfathering provisions of the 2024 Woodland and Wildlife Habitat Conservation Ordinance because the property had a tree conservation plan (TCP) that was approved prior to September 12, 2010, and shall conform to the environmental regulations of the 1993 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO). The property is subject to the environmental regulations in the prior Subtitle 24 and 27 because there is a previously approved detailed site plan.

SITE DESCRIPTION

This 4.41-acre site is located southeast of the intersection of Sansbury Road and Ritchie-Marlboro Road. The current zoning for the site is Residential, Multifamily – 48 (RMF-48); however, the applicant has opted to apply the zoning standards to this application that were in effect prior to April 1, 2022, for Mixed Use Transportation Oriented (M-X-T) zone. A review of the available information indicates that streams, wetlands, 100-year floodplain, severe slopes, and areas of steep slopes with highly erodible soils are not found to occur on the property. According to the Prince George's County Soil Survey, the soils found to occur on this site are Marr Dodon complex, Collington-Wist complex, Downer-Hammonton complex, and Annapolis fine sandy loam. Marlboro clay does not occur on this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. Ritchie Marlboro Road is designated as an arterial roadway and as a historic road. The site is located in the Southwest Branch watershed of the Patuxent River basin and in Environmental Strategy Area 2, formally the Developing Tier, as reflected in the General Plan.

REVIEW OF PREVIOUSLY APPROVED CONDITIONS

Conceptual Site Plan CSP-07002

This site is subject to prior Conceptual Site Plan CSP-07002, approved by the Planning Board on April 3, 2008, with conditions of approval contained in PGCPB No. 08-50. The District Council elected to hear this case and affirmed the Planning Board decision on November 10, 2008. Of the twelve conditions, four are environmental in nature. The relevant conditions have been included below in **BOLD** with responses following in plaintext.

2. Prior to certification of the conceptual site plan, the Type I Tree Conservation Plan, TCPI/031/07, shall be revised as follows:

a. Show all required bufferyards on the TCPI in accordance with the Conceptual Site Plan (CSP-07002). The plan shall clearly identify the limits of each bufferyard shown.

b. Revise Note 1 to reference the conceptual site plan number for this application (CSP-07002).

c. Eliminate the proposed tree line from the plan and show only the proposed limits of disturbance. Provide the symbol in the legend.

d. Show all public utility easements.

e. Revise the TCPI worksheet as necessary.

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

Condition 2, subparts a through f, were addressed with the certification of TCPI-031-07.

3. Prior to certification of the conceptual site plan and Type I tree conservation plan, all plans shall be revised to show the location of the unmitigated 65 dBA Ldn noise contour.

4. Prior to certification of the conceptual site plan, the stormwater management concept approval letter and associated plan shall be submitted. The approved concept shall be reflected on the TCPI.

Conditions 3 and 4 were addressed with the certification of the CSP.

8. The following note shall be placed on the final plat of subdivision:

"Development is subject to restrictions shown on the approved Type I tree conservation plan (TCPI/031/07), or as modified by the Type II 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 Conservation Ordinance. 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."

Condition 8 was addressed with the approval of the final plat.

Preliminary Plan of Subdivision 4-07057
This site is subject to prior Preliminary Plan of Subdivision 4-07057, approved by the Planning Board on April 3, 2008, with conditions of approval contained in PGCPB No. 08-51. The District Council elected to hear this case and affirmed the Planning Board decision on November 10, 2008. Of the fourteen conditions, four are environmental in nature. The relevant conditions have been included below in **BOLD** with responses following in plaintext.

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

Condition 2 was addressed with the subsequent detailed site plan which is further detailed in this section of the memorandum.

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

Condition 3 is still relevant to this DSP, as it pertains to the need for this application to show compliance with Prince George's County stormwater management requirements. A copy of the approved stormwater management concept plan (SIT-00602-2024) was submitted with this application.

12. Prior to signature approval of the preliminary plan, the Type I Tree Conservation Plan, TCPI/031/07, shall be revised as follows:

a. Label any proposed retaining walls. Provide heights and at least ten feet of cleared area on both sides for construction.

b. Show the specimen trees to be removed by placing an "x" over those to be removed.

c. The note on the TCPI shall be revised to state only, "Potential 30-foot drive aisle for future access to the south." The rest of the note shall be removed.

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

Condition 12, subparts a through d, were addressed with the signature approval of TCPI-031-07.

13. The following note shall be placed on the final plat of subdivision:

"Development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/031/07), or as modified by the Type II 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 Conservation Ordinance. 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."

Condition 13 was addressed with the final plat.

Detailed Site Plan DSP-08043
This site is subject to prior Detailed Site Plan DSP-08043, approved by the Planning Board on June 11, 2009, with the condition of approval contained in PGCPB No. 09-98. No environmental conditions were included with this DSP.

Detailed Site Plan DSP-08043-01
This site is subject to prior Detailed Site Plan DSP-08043-01, approved by the Planning Board on May 19, 2016, with the condition of approval contained in PGCPB No. 16-71. A portion of condition 1 was considered an environmental condition included with this DSP. The relevant condition has been included below in BOLD with responses following in plaintext.

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

t. The DSP and Type II tree conservation plan shall reflect the future potential access to the south in conformance with Preliminary Plan of Subdivision 4-07057.

Condition 1t references a correction to the TCPII, which was addressed with the signature approval of TCPII-021-09-01.

Conceptual Site Plan CSP-07002-01
This site is subject to prior Conceptual Site Plan revision CSP-07002-01 which was approved by the Planning Board June 5, 2025, with conditions of approval contained in PGCPB No. 2025-046. This CSP application was for a revision to the conceptual site plan for the purpose of amending conditions related to the use of drive-throughs on the site. There were no environmental conditions associated with this CSP revision.

ENVIRONMENTAL REVIEW

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

Woodland Conservation
The site is subject to the grandfathering provisions of the 2024 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the property had a TCP that was accepted for review before June 30, 2024, and the property shall conform to the environmental regulations of the 1993 Woodland Conservation Ordinance (1993 WCO). A Type II Tree Conservation Plan is not required with this application. This DSP can be found in conformance with the prior approved TCPII-021-09-01.

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

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

Regulated Environmental Features (REF)
The site does not contain and regulated environmental features and no impacts to regulated environmental features are proposed with this application.

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

Soils
In accordance with Section 24-131, this application was reviewed for unsafe land restrictions. The predominant soils found to occur according to the U.S. Department of Agriculture Natural Resource Conservation Service Web Soil Survey include the Marr-Dodon complex, Collington-Wist complex, Downer-Hammonton complex, and Annapolis fine sandy loam. According to available mapping information, unsafe soils containing Marlboro clay or Christiana clay do not occur on this property. This information is provided for the applicant's benefit.

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

SUMMARY OF RECOMMENDED FINDINGS

The EPS has completed the review of DSP-24017, and recommends approval, subject to the following findings:

Recommended Findings

1. Specimen trees were removed with prior Preliminary Plan of Subdivision 4-07057. No specimen trees are located in the geographic area of this application, and no specimen tree removals are requested.

2. The site does not contain any regulated environmental features and no impacts to regulated environmental features are proposed with this application.

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

January 30, 2026

MEMORANDUM

TO: Dexter Cofield, Planner II, Urban Design Section

FROM: Mara Greenwell, Planning Technician III, Permit Review Section MG

SUBJECT: DSP-24017 Dunkin Donuts At Sansbury Crossing

1. The Permit Review Section offers no additional comments at this time on this development application.

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: January 20, 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

Mariwan Abdullah

Re: Dunkin Donuts at Sansbury Crossing
Detailed Site Plan (DSP-24017)

CR: Ritchie Marlboro Road

This memorandum is in response to Detailed Site Plan (DSP-24017) referral to add a 1,282 square-foot eating or drinking establishment with drive-through service, and its associated parking, landscaping and stormwater management facilities. The Department of Permitting, Inspections and Enforcement (DPIE) offers the following: The property address 1703 Ritchie Marlboro Road, Upper Marlboro, MD 20774 (Lot 2).

Background Information

- **Ritchie Marlboro Road** is an existing County-maintained Urban Arterial Roadway to the north of subject development with a variable width right-of-way requiring a 120' right-of-way width as per the Master Plan (A-36). The applicant shall provide right-of-way dedications and construct roadway/frontage improvements as required in accordance with the Department of Public Works and Transportation (DPW&T) Roadway Standard. This work shall be permitted prior to or concurrently with issuance of a fine grading permit.

Water and Sewer Plan

- The 2018 Water and Sewer Plan designate Lot 2 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 public sewer service. Lot 2 is currently undeveloped in the aerial view.

- A 6" water line extended from Ritchie Marlboro Road abuts the lot. An 8" and 6" sewer lines traverse 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 traffic related frontage improvements including Lot 2 were addressed by permit numbers 39733-2016, 27576-2010-01, 18062-2022, and SIT-00602-2024.
- Full-width, 2-inch mill-and-overlay for all existing County, roadway frontages are required.
- Compliance with DPW&T's utility policy is required. Based upon the plans submitted, proper temporary and final patching and the related mill and overlay in accordance with "DPW&T Policy and Specifications for Utility Installation and Maintenance Permits" is required.
- Sidewalks are required along all roadways within the property limits in accordance with Sections 23-105 and 23-135 of the County Road Ordinance. Any new sidewalk installation is to match existing sidewalks in the area. In addition, sidewalks must always be kept open for pedestrians.
- Conformance with DPIE street lighting specifications and standards are required. Adjustments to street lighting, to accommodate the proposed plan improvements, are required in accordance with Section 23-140 of the Prince George's Road Ordinance.
- Roadside trees will be required along County-maintained roadways within the limits of the permit area.
- All improvements within the public right-of-way as dedicated to the County are to be in accordance with the County Road Ordinance, DPW&T's Specifications and Standards and the Americans with Disabilities Act (ADA).

Storm Drain and Stormwater Management and Floodplain

- The Detailed Site Plan (DSP-24017) is not consistent with the approved Stormwater Management Plan (DPIE Case No. SIT-00602-2024). The building, sidewalk, and stormwater management facility layouts differ from the approved SWM plan; therefore, a revision to the SWM Plan is required.
  - The proposed development will require a site development permit approved by the Department of Permitting, Inspections and Enforcement (DPIE).
  - All stormwater management facilities and drainage systems, including their recreational features and visual amenities (if applicable), are to be designed and constructed in accordance with the standards and specifications set forth by DPIE and DPW&T. Approval of all facilities are required prior to permit issuance.
  - All easements and maintenance of agreement are to be approved by DPIE and recorded prior to technical approval.

- 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) 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 site development fine grading permit submission.
  e) Erosion/sediment control plans that contain the construction sequence, and 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.

cc: Reynaldo de Guzman, P.E., Associate Director, S/RPRD, DPIE
Rene' Lord-Attivor, Chief, Traffic Engineering, S/RPRD, DPIE
Aschalew Haile, District Engineer, S/RPRD, DPIE
Salman Babar, CFM, Engineer, S/RPRD, DPIE
MJ Labban, Engineer, S/RPRD, DPIE
Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE
Irfanullah Irfan, Engineer, S/RPRD, DPIE

THE PRINCE GEORGE'S COUNTY GOVERNMENT

Fire/EMS Department Headquarters

Office of the Fire Marshal

January 5, 2026

Dexter Cofield, Planner II
Urban Design Section
The Maryland-National Capital Park and Planning Commission
Development Review Division
1616 McCormick Drive
Largo, Maryland 20774

Dear Mr. Cofield:

The Office of the Fire Marshal of the Prince George's County Fire/EMS Department has reviewed the referral for DSP-24017 DUNKIN DONUTS AT SANBURY CROSS. We have the following comments. These are our first comments:

1) If the proposed 1282 S.F. structure will be required to have a fire sprinkler system, please ensure all fire department connections (FDC's) are located within 200' of a fire hydrant in accordance with Subtitle 4-167.

Sec. 4-167. - Fire Protection Systems; Section 912, Fire Department Connections.
(a)

Section 912.2.3 is added to read as follows: "Location and Performance of Fire Hydrants." Every building of more than one thousand (1,000) square feet in area shall be provided with sufficient fire hydrants located such that no exterior portion of the building is located more than five hundred (500) feet from a fire hydrant. The distance shall be measured as a hose line would be laid along paved streets, through parking lot entrances, and around obstructions, in accordance with the determination of the authority having jurisdiction. A fire hydrant is required within two hundred (200) feet of any required fire department connection, as hose is laid. The fire department connection must be located on the front, address side of the building and be visible from a fire hydrant…"

This comment will be moot if no sprinkler system is required.

Sincerely,

James V. Reilly
Project Coordinator III

Aisha N. Braveboy
County Executive

PRINCE GEORGE'S COUNTY
HEALTH
DEPARTMENT

Date: January 5, 2026

To: Dexter Cofield, Urban Design, M-NCPPC

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

Re: DSP-24017 DUNKIN DONUTS AT SANSBURY CROSSING

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the conceptual site plan submission for Dunkin Donuts at Sansbury Crossing located at 1705 Ritchie Marlboro Road, Upper Marlboro, MD and has the following comments / recommendations:

1. ***The proposed Dunkin Donuts 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.

2. 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/.

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

4. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

5. During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

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

Headquarters Building
1701 McCormick Drive, Suite 200, Largo, MD 20774
Office 301-883-7834, *Fax* 301-883-7896, *TTY/STS* Dial 711
www.princegeorgescountymd.gov/health

ADDENDUM TO DISTRICT COUNCIL DECISIONS

Project Name: PB&J PROPERTY

The Subject: CSP-07002

Is composed of:

1	Conceptual Site Plan/ Landscape Plan
1	Approval Sheet
1	Type I Tree Conservation Plans

The validity period of this application is: Indefinite

THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council
(301) 952-3600

November 14, 2008

RE: SP 07002 PB & J Property
Peter Herring, Applicant

NOTICE OF FINAL DECISION
OF THE DISTRICT COUNCIL

Pursuant to the provisions of Section 27-134 of the Zoning Ordinance of Prince George's County, Maryland requiring notice of decision of the District Council, you will find enclosed herewith a copy of the Council Order setting forth the action taken by the District Council in this case on November 10, 2008.

CERTIFICATE OF SERVICE

This is to certify that on November 14, 2008 this notice and attached Council Order were mailed, postage prepaid, to all persons of record.

Redis C. Floyd
Clerk of the Council

(10/97)

Case No. SP-07002

Applicant: PB & J, LLC

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL

ORDER AFFIRMING PLANNING BOARD DECISION, WITH CONDITIONS

IT IS HEREBY ORDERED, after review of the administrative record, that the decision of the Planning Board in PGCPB No. 08-50, to approve with conditions a conceptual site plan showing 24,000-35,000 square feet of commercial/retail space (three commercial uses on three separate pad sites), for a project referred to as the PB & J property, described as approximately 4.48 acres of land in the M-X-T Zone, at the intersection of Ritchie Marlboro Road and Sansbury Road, Upper Marlboro, is:

AFFIRMED, for the reasons stated by the Planning Board, whose decision is hereby adopted as the findings of fact and conclusions of law of the District Council in this case.

Affirmance of the Planning Board's decision is subject to the following conditions:

1. Prior to certificate approval of the conceptual site plan, the plan shall be revised as follows:

    a. Remove the words, "Woodland area to be removed and graded in the future for integration with southern property. The future development will compensate for relocation of the conservation area" from the label for the potential future connections on the southern property line.

    b. List the approved development standards.

2. Prior to certification of the conceptual site plan, the Type I Tree Conservation Plan, TCP I/031/07, shall be revised as follows:

    a. Show all required bufferyards on the TCP I in accordance with the Conceptual Site Plan (CSP-07002). The plan shall clearly identify the limits of each bufferyard shown.

b. Revise Note 1 to reference the conceptual site plan number for this application (CSP-07002).

c. Eliminate the proposed tree line from the plan and show only the proposed limits of disturbance. Provide the symbol in the legend.

d. Show all public utility easements.

e. Revise the TCP I worksheet as necessary.

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

3. Prior to certification of the conceptual site plan and Type I tree conservation plan, all plans shall be revised to show the location of the unmitigated 65 dBA Ldn noise contour.

4. Prior to certification of the conceptual site plan, the stormwater management concept approval letter and associated plan shall be submitted. The approved concept shall be reflected on the TCP I.

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

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

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

(1) Consistency with the goals and standards of the Westphalia Sector Plan.

(2) The location of the building.

(3) The needs of the site's ultimate users.

(4) The location, size, and appearance of future corner gateway feature(s).

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

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

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

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

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

7. At the time of detailed site plan review for the first commercial/retail building for the subject property, the site will be evaluated for conformance to the gateway design guidelines of the Westphalia Sector Plan. Review should include items such as gateway entrance features, architectural design, materials, colors, landscape palette, and streetscape features and amenities. It is anticipated that the DSP for the Westphalia Row property and the PB & J property will establish these features in conjunction with the Westphalia Gateway Subcommittee, and that the design of gateway features for both properties should be similar or complimentary to one another, dependent upon the final uses approved for each site. The applicant may be required to provide an easement for the location of a gateway feature at the Ritchie Marlboro Road and Sansbury Road.

8. The following note shall be placed on the final plat of subdivision:

"Development is subject to restrictions shown on the approved Type I tree conservation plan (TCP I/031/07), or as modified by the Type II 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 Conservation Ordinance. 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."

9. The proposed development shall be limited to a mix of uses where the net new trips shall not exceed 207 AM and 269 PM peak-hour trips.

10. Prior to the issuance of any building permits 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. Sansbury Road/D'Arcy Road intersection

       Provide a separate left and right turn lanes for the D'Arcy Road approaches. Since these additional improvements will not lower the delay below 50 seconds in any given movement, and per the requirement of DPW&T, the applicant shall conduct a traffic signal warrant study and install a signal if deem to be warranted AND approved by DPW&T.

    b. Ritchie Marlboro Road/White House Road intersection

       Provide the following improvements:

       Northbound approach: 2 left turn lanes and a shared left-through-right lane.

    c. Sansbury Road/Ritchie Marlboro Road intersection

       Provide a third eastbound and westbound through lane.

11. There shall be no direct access to Ritchie Marlboro Road from Lot 1.

12. Access to Sansbury Road shall be limited to a right-in right-out only.

13. At time of detailed site plan for the first commercial/retail building, the applicant shall demonstrate that the proposed development provides a development style that is more consistent with that shown in Exhibit 19 of the public record for the 2007 Westphalia Sectional Map Amendment, conforms with and promotes policy 6 in strategy IV, and also with the vision, strategy, and design principles in the Westphalia Sector Plan concerning an attractive gateway into Westphalia.

14. At the time of detailed site plan for the first commercial/retail building, the applicant shall provide to the District Council, any plans or specifications that the applicant may have, with reference to its efforts to achieve the Westphalia Sector Plan's policy goal of ensuring minority participation.

15. To avoid access problems and other circulation issues, no restaurant on the subject property shall have a drive-through window or facility.

Ordered this 10th day of November, 2008, by the following vote:

In Favor: Council Members Dean, Campos, Dernoga, Exum, Harrison, Knotts, Olson and Turner

Opposed:

Abstained:

Absent: Council Member Bland

Vote: 8-0

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND, SITTING AS THE DISTRICT COUNCIL FOR THAT PART OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT IN PRINCE GEORGE'S COUNTY, MARYLAND

By: _____
Samuel H. Dean, Chairman

ATTEST:

_____
Redis C. Floyd
Clerk of the Council

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. 2025-046 File No. CSP-07002-01

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, on March 31, 2024, the applicant, P, B & J, LLC., applied for approval of an amendment to Conceptual Site Plan CSP-07002-01, entitled Sansbury Crossing, to request certain revisions to conditions; and

WHEREAS, the subject property, which is located at the southeast quadrant of the intersection of Ritchie Marlboro Road and Sansbury Road, is within the Residential, Multifamily-48 Zone (RMF-48); and

WHEREAS, pursuant to Section 27-1704(a) of the Zoning Ordinance, development approvals of any type approved under the prior Zoning Ordinance remain valid for the period of time specified in the Zoning Ordinance effective prior to April 1, 2022 ("prior Zoning Ordinance") and, if the approval is for a Conceptual Site Plan (CSP), it shall remain valid for 20 years from April 1, 2022; and

WHEREAS, CSP-07002 was approved by the District Council on November 10, 2008 (PGCPB Resolution No. 08-50), pursuant to the prior Zoning Ordinance and, therefore, remains valid; and

WHEREAS, pursuant to Section 27-1900 *et. seq.* of the Prince George's County Zoning Ordinance, until April 1, 2025, an applicant may elect to have proposals for development in the RMF-48 Zone reviewed under the Zoning Ordinance effective prior to April 1, 2022 (prior Zoning Ordinance); and

WHEREAS, the applicant filed the subject Conceptual Site Plan amendment prior to April 1, 2025, and has elected that this application be reviewed under the provisions of the prior Zoning Ordinance, under which the subject property was located within the Mixed Use–Transportation Oriented (M-X-T) Zone; 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 the subject property's prior M-X-T zoning; and

WHEREAS, in consideration of evidence presented at a public hearing on June 5, 2025, regarding Conceptual Site Plan CSP-07002-01 entitled Sansbury Crossing, the Planning Board finds:

1. **Request:** This conceptual site plan (CSP) is for an amendment to the approved CSP-07002, to remove Condition 15 and to revise Condition 5(d) regarding drive-through facilities.

   More specifically, the applicant requests the removal of Condition 15, which states:

   > **15. To avoid access problems and other circulation issues, no restaurant on the subject property shall have drive-through window or facility.**

In addition, the applicant requests approval of a revision to Condition 5(d), which currently states:

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

The revised language requested by the applicant is as follows:

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

Apart from the requested deletion of Condition 15 and the revision to Condition 5(d), no other revisions to CSP-07002 are included.

2. **Development Data Summary:**

	APPROVED CSP-07002	EVALUATED
Zone(s)	RMF-48	M-X-T
Use(s)	Commercial/retail, food and beverage store, gas station	Commercial/retail, food and beverage store, gas station
Gross tract acreage	4.48	4.48
Lots	3	3
Gross floor area (sq. ft.)	24,000–35,000 sq. ft	24,000–35,000 sq. ft.

3. **Location:** The subject property is located at the southeast quadrant of the intersection of Ritchie Marlboro Road and Sansbury Road, in Planning Area 78 and Council District 6. This intersection is designated by the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (Westphalia Sector Plan and SMA) as one of nine gateways into Westphalia. It is proposed as the location of a mixed-use activity center.

4. **Surrounding Uses:** To the east of the subject property is a single-family dwelling along Ritchie Marlboro Road, in the Residential, Rural (RR) Zone (formerly the Rural Residential (R-R) Zone). To the south is the property of the Ritchie Baptist Church, in the Residential, Multifamily-48 (RMF-48) Zone (formerly the Mixed Use-Transportation Oriented (M-X-T) Zone), and is

envisioned as a possible future component of the gateway village center. To the west, across Sansbury Road, is the Westphalia Row property, which is another component of the gateway village center, and is developed with single-family attached dwelling units in the RMF-48 (formerly M-X-T) Zone. Across Ritchie Marlboro Road, to the north, the subject property faces a single-family attached development, known as the Venue, in the Residential, Single-Family-65 (RSF-65) and Residential, Single-Family-Attached (RSF-A) Zones (formerly the One-Family Detached Residential (R-55) and Townhouse (R-T) Zones, respectively).

5. **Previous Approvals:** This property was re-zoned from the Residential, Agricultural (R-A) Zone to the M-X-T Zone in the Westphalia Sector Plan and SMA. As part of this rezoning, the Prince George's County District Council approved the concept plan for development of the subject property, and the neighboring properties to the west and south as an integrated, mixed-use development. This concept plan is illustrated in plain view, and with illustrative perspective renderings in Exhibit 19 of the public record for the sectional map amendment, included in the backup for this application, and is intended to serve as a vision to guide the development of the mixed-use activity center.

   CSP-07002 was approved by the District Council on November 10, 2008 (PGCPB Resolution No. 08-50), with 15 conditions, for 24,000–35,000 square feet of commercial/retail space on 3 lots.

   Preliminary Plan of Subdivision (PPS) 4-07057 was approved by the Prince George's County Planning Board on April 24, 2008 (PGCPB Resolution No. 08-51), for three lots, to support development of a gas station, convenience store, and retail.

   Detailed Site Plan DSP-08043 was approved by the Planning Board on July 9, 2009 (PGCPB Resolution No. 09-98), for infrastructure, grading, and utilities to support 25,000–30,000 square feet of commercial/retail development.

   DSP-08043-01 and companion Alternative Compliance AC-16003 were approved by the Planning Board on June 9, 2016 (PGCPB Resolution No. 16-71), for development of a 5,166-square-foot food and beverage store and gas station.

   The site has a valid Stormwater Management Concept Approval (38411-2006-03). The approval was issued on July 5, 2023, by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), and is valid through July 5, 2026.

6. **Design Features:** The site is comprised of three lots, with Lot 1 currently developed with a 5,166-square-foot food and beverage store and gas station. The applicant intends to develop the property further with commercial uses consistent with approved CSP-07002, and no further revisions to the approved development are included, except the requested revisions to prior conditions of approval. Specifically, the applicant envisions that future uses may include restaurant uses. The CSP submitted by the applicant shows that development will occur on three individual pad sites, along the frontage of Ritchie Marlboro Road. There are two existing access driveways from Ritchie Marlboro Road that will provide right-in right-out access to the site's internal driveways. Another access point exists along Sansbury Road, with a driveway along the

southern side of the site, which provides access to all of the pad sites. The access point on Sansbury Road is right-in/ right-out with no left-turn access into the site. However, this access point includes a median gap designed to permit a left turn exit from the site to Sansbury Road. There are existing sidewalks along both road frontages, with vehicular driveways and pedestrian access routes between the three pad sites throughout the site.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The CSP amendment application has been reviewed for compliance with the requirements of the M-X-T Zone, and the site design guidelines of the prior Prince George's County Zoning Ordinance.

a. Conformance with the M-X-T Zone requirements is as follows:

Section 27-546. Site Plans.

(d) In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:

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

This application does not change the findings of CSP-07002, which conformed to this requirement, but seeks to revise the prior conditions of approval. There are no other provisions of this division specific to drive-through facilities.

(2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;

The uses included on the site are in conformance with those envisioned in the Westphalia Sector Plan and SMA, which includes residential, retail, service, and employment components to serve the area's neighborhoods (page 29). Previous conditions of approval have included development standards to ensure that the development will be in conformance with the design guidelines. The requested revisions to the conditions of approval do not affect conformance to the design guidelines envisioned in the Westphalia Sector Plan and SMA, which do not contain restrictions for drive-throughs for the subject property. However, the design principles within the Westphalia Sector Plan and

SMA seek to develop high-quality, mixed-use, walkable, "main street" activity centers (page 30). Given the autocentric nature of drive-through facilities, a condition is included herein to ensure that sites developed with drive-through businesses shall be designed with emphasis on pedestrian accommodations, as provided on page 30 of the Westphalia Sector Plan and SMA. Another condition is included to limit drive-throughs to a single queuing/ordering lane, unless modified by the Planning Board at the time of DSP.

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

The approved development was found to help catalyze adjacent community improvement and rejuvenation by providing convenience retail and services for the village center area (PGCPB Resolution No. 08-50). It is intended that future development on the property of the church to the south be physically integrated with the subject site by a road connection across the southern property line. The amendment does not change this finding. How future buildings relate to the streets, and other urban design considerations, including development applications for drive-through businesses, will be addressed at the time of DSP.

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

The existing single-family house to the east is not compatible with the approved commercial development and will be physically separated by a landscaped buffer yard, as required by the 2010 *Prince George's County Landscape Manual* (Landscape Manual), to address incompatible uses, as approved with CSP-07002. This bufferyard will mark the edge of the village center area. The approved development of the remainder of the village center, to the west and south of the subject property, will be compatible with the development on the subject site. Allowing drive-through businesses does not impact the compatibility of existing and approved development in the vicinity. How future buildings relate to the existing and proposed development in the vicinity will be further analyzed at the time of DSP.

(5) The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;

The requested revisions to prior conditions of approval to allow drive-through businesses will not change the findings of CSP-07002 regarding this regulation. The mix of uses, arrangement of buildings, and other improvements and amenities of the village center area will reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability. The Planning Board notes that this can be achieved through high-quality site design and architecture, if designed in accordance with the Westphalia Sector Plan and SMA. The specifics of the arrangement and design of the buildings will be further evaluated at the time of DSP.

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

This requirement does not apply to this application because it is not staged and includes only revisions to the conditions of approval.

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

This requirement will be evaluated in more detail at the time of DSP. The CSP shows existing sidewalks along both street frontages, and includes crosswalks across Sansbury Road to encourage pedestrian access from the Westphalia Row property. Pedestrian connections are also included within the subject site, between the three pad sites.

(8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and

This requirement does not apply to the current application and will be assessed at the time of DSP.

(9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the

Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.

The subject property was placed in the M-X-T Zone as part of the Westphalia Sector Plan and SMA process. A traffic study was approved with the original CSP-07002 and PPS 4-07057, and in both instances, a finding of adequate transportation facilities was made. No modifications to the established trip cap have been requested.

The applicant has submitted a traffic analysis memo (January 27, 2025), which includes an analysis using the *ITE Trip Generation Manual,* indicating that a fast food restaurant with a drive-through would generate five more trips in the morning peak hour and one fewer trip in the evening peak hours, than a restaurant without a drive through, which would be permitted without the requested revisions to the previous conditions of approval. Further, the analysis shows that a coffee/donut shop with a drive-through generates nine fewer trips in the morning peak hour and nine more trips in the evening peak hour, than a coffee/donut shop without a drive-through. When determined, the specific use(s) proposed for the undeveloped pad sites will be evaluated against the trip cap established by PPS 4-07057.

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

The subject application is a CSP; therefore, this required finding does not apply.

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

The overall CSP contains less than 250 acres; therefore, this CSP amendment application is not subject to this requirement.

Section 27-544. Regulations

(a) Except as provided in Subsection (b), additional regulations concerning the location, size, and other provisions for all buildings and structures in the M-X-T Zone are as provided for in Divisions 3 and 4 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.

The existing building is in conformance with the regulations of the M-X-T Zone as was applied with the approval of DSP-08043-01. No changes to site improvements are approved with this application. Any new development on the undeveloped lots, including any development of drive-through businesses, must demonstrate compliance with the referenced standards at the time of DSP.

(b) Except as otherwise specified in this Division, where an approved Conceptual Site Plan imposes certain regulations related to the location, density, coverage, and height of improvements that are intended to implement recommendations for mixed-use development within a comprehensive master plan or general plan, such standards shall provide guidance for the development regulations to be incorporated into the Detailed Site Plan.

The approved CSP-07002 established development standards consistent with the Westphalia Sector Plan and SMA. This application does not approve any changes to the established development standards, except for those concerning drive-through facilities, as noted above in Finding 1.

(c) For property placed in the M-X-T Zone through a Sectional Map Amendment or through a Zoning Map Amendment intended to implement land use recommendations for mixed-use development recommended by a Master Plan or Sector Plan that is approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation:

(1) The design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change, and a referenced exhibit of record for the property shall provide guidance for the development regulations to be incorporated into the Conceptual Site Plan.

Exhibit 19, as referenced above in Finding 5, provides guidance for the development regulations to be incorporated into the CSP. As noted above, under

Finding 7a, conditions of approval associated with CSP-07002 provided development standards to ensure that the development will be in conformance with the design guidelines as envisioned on Exhibit 19.

In the Westphalia Sector Plan and SMA, drive-throughs are prohibited where visible from a public street in the Westphalia Town Center Core (page 22). The subject property is not within the Westphalia Town Center Core. The subject property is in a Mixed-Use Activity Center, which restricts drive-in commercial services to rear areas behind main structures and not on street fronts (page 30). Drive-in commercial services are interpreted to include commercial businesses where a customer drives their vehicle into the business for servicing or other needs. Drive-in commercial services do not include drive-throughs. In summary, drive-throughs are not expressly prohibited in the Westphalia Sector Plan and SMA within the subject area, which is in a Mixed-Use Activity Center. However, the sector plan also recommends that Mixed-Use Activity Centers be "high-quality, mixed-use, walkable, 'main street[s].'" To achieve this vision, extensive design attention is necessary to achieve the main street vision in the Westphalia Sector Plan and SMA. At the time of DSP, the design of any development proposed will be reviewed to ensure that it sufficiently incorporates the design guidelines included in the Westphalia Sector Plan and SMA. In addition, at the time of DSP, this site will be subject to Section 27-283, Site Design Guidelines, of the prior Zoning Ordinance, the evaluation of which will be guided by the goals and polices of the Westphalia Sector Plan and SMA, including high levels of pedestrian accommodation, safety, and amenities.

Section 27-548. M-X-T Zone.

(a) Maximum floor area ratio (FAR):

(1) Without the use of the optional method of development—0.40 FAR; and

(2) With the use of the optional method of development—8.00 FAR.

The approved floor area ratio (FAR) is not changed with this CSP amendment application as no new gross floor area (GFA) is included. The current FAR, as approved with CSP-07002, is between 0.1 and 0.2, which is below the base allowable FAR of 0.40.

(b) The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.

CSP-07002 consists of three lots. There are no changes to the existing building on Lot 1, or to the allowable uses included with this CSP amendment. No further development beyond the approved GFA under CSP-07002 is included in this application.

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

This regulation does not apply as the subject application is a CSP amendment. This regulation will be further evaluated at the time of DSP.

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

The landscaping, screening, and buffering have been reviewed in previously approved applications, in accordance with the Landscape Manual requirements, and are not being altered with this CSP amendment. Any required landscaping, screening, and buffering will be required at the time of DSP.

(g) Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.

The subject site has frontage on and direct access to Sansbury Road and Ritchie Marlboro Road.

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

(1) General.

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

This request is for revisions to the conditions of approval approved with CSP-07002. The approved CSP was found in conformance with the general purposes of the CSP. This amendment does not change that finding.

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

The subject application is not proposing noncompliance with the design guidelines for townhouses and three-family dwellings set forth in this section.

(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 do not alter the vehicular or pedestrian circulation approved with CSP-07002. A condition of approval required with CSP-07002 provides greater guidance on specific design and locations of parking areas, which will be further evaluated at the time of DSP. In addition, a landscape buffer is provided along the site's Ritchie Marlboro Road frontage, minimizing the visual impact of cars.

(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.

Loading areas for the two undeveloped lots on this property will be evaluated at the time of DSP; however, the drive aisles approved through the site support loading access that is unobtrusive.

(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 three vehicular entry/exit points, one located on Sansbury Road, and two other located on Ritchie Marlboro Road. The approved plans show both vehicular and pedestrian circulation to be safe, efficient, and convenient. Pedestrian circulation throughout the site is shown on the CSP and will be further evaluated at the time of DSP.

This CSP amendment application requests the deletion of Condition 15 from the approved CSP-07002, which currently prohibits drive-through windows or facilities.

Typical access problems and circulation issues for drive-through facilities often stem from lack of sufficient space for stacking/queuing vehicles, and increased traffic. Lot 2 of Sansbury Crossing is approximately 300 feet deep and 190 feet wide. Lot 3 of Sansbury Crossing is approximately 250 feet deep and 200 feet wide. The lots within this subject property are consistent in size with several other sites in the County that have approved and developed eating and drinking establishments with drive-through service, including, but not limited to the following two examples:

- DSP-13029 approved by the Planning Board (PGCPB Resolution No. 14-13) for a restaurant with drive-through service on a site that is approximately 300 feet deep and 200 feet wide.

- Specific Design Plan SDP-8954-16 was approved by the Planning Director for a restaurant with drive-through service on a site that is approximately 235 feet deep and 160 feet wide

The site has additional features including internal drive aisles, and three access points from public rights-of-way which offer greater circulation throughout the site than a typical standalone drive-through restaurant.

On concerns of traffic, the applicant has submitted a traffic analysis memo dated January 27, 2025, which includes an analysis using the *ITE Trip Generation Manual* indicating that a fast food restaurant with a drive-through would generate five more trips in the morning peak hour and one fewer trip in the evening peak hours than a restaurant without a drive-through, which would be permitted without the requested revisions to the previous conditions of approval. Further, the analysis shows that a coffee/donut shop with a drive-through generates nine fewer trips in the

morning peak hour and nine more trips in the evening peak hour than a coffee/donut shop without a drive-through.

Any future uses will need to comply with the established trip cap of 207 AM trips and 269 PM trips, to be evaluated at the time of DSP. The Planning Board further notes that Condition 15 was added during the District Council's review of this case, and was not included in PGCPB Resolution No. 08-50, for the original CSP-07002 approval. The Board finds that the subject property can adequately accommodate queuing lanes that do not conflict with circulation traffic patterns or pedestrian access, which will be further analyzed at the time of DSP.

The Planning Board notes that to achieve the distinct, high quality, walkable, mixed-use and "main street" commercial development areas as envisioned by the Westphalia Sector Plan and SMA for the subject property, automobile-oriented businesses like drive-through restaurants should provide high levels of pedestrian accommodation as noted on page 30 of the Westphalia Sector Plan and SMA.

To ensure this site serves both pedestrian and vehicular access, a condition regarding pedestrian amenities and additional development standards for drive-through facilities has been included.

(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.

No new lighting is approved with this application. Lighting for this property will be further evaluated at the time of DSP.

(4) Views.

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

With the approval of DSP-08043-01, a 10-foot-wide landscape buffer is included along the site's Sansbury Road frontage and a portion of Ritchie Marlboro Road frontage, creating a scenic view from adjacent public areas. Landscaping along the remaining portion of the Ritchie Marlboro Road frontage will be further reviewed with subsequent DSP applications.

(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.

This application is limited to the drive-through related condition changes and is not applicable to CSP-07002 for on-site green area. The Planning Board finds that on-site green area requirements can be met for a development with a drive-through via site design, which will be reviewed at the time of DSP.

(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).

No impacts to regulated environmental features (REF) are included with this application. All impacts were previously approved with CSP-07002, PPS 4-07057, and DSP-08043 for the subject property.

(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.

No development is approved with this application. Streetscape amenities will be evaluated with subsequent DSP applications. However, if a drive-through facility is approved on the remaining undeveloped lots, pedestrian facilities should be much more visible, and vehicular facilities should be visually screened from the public realm to promote walkable main street development character, as envisioned in the Westphalia Sector Plan and SMA.

(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.

No grading is approved with this application. This will be further evaluated with subsequent DSP applications.

(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 approved plans show an internal network of driveways that provide unobtrusive and convenient access to service areas and are not impacted by this request. These guidelines will be further evaluated with subsequent DSP applications.

(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.

A public space system is not approved, nor was it included with any prior approvals. This CSP is not considered a large-scale development and therefore, public space is not included for this site.

(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.

No architecture is approved with this application. The requested revision to Condition 5(d) would not require drive-through kiosks, menu boards, and site directional signage to be integrated into the architecture of the building. Architecture will be further evaluated, at the time of DSP, and should be in keeping with the Westphalia Sector Plan and SMA.

(11) Townhouses and three-family dwellings.

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

8. **Conceptual Site Plan CSP-07002:** CSP-07002 was approved by the Planning Board on May 15, 2008 (PGCPB Resolution No. 08-50), and affirmed by the District Council on November 10, 2008, for 24,000–35,000 square feet of commercial/retail space on three lots, subject to 15 conditions, two of which are relevant to this application.

The applicant seeks to revise Condition 5(d), which states:

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

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

The revised language requested by the applicant is as follows:

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

To provide a walkable, main street development character, a critical aspect is canopies and windows being part of the main building. Kiosks, however, are typically located at the rear of the property, and are not visible from public rights-of-way or the adjacent streetscape. Future proposals should be interesting with attractive architectural features that create a quality environment and "sense of place." The Planning Board finds that the revised language to Condition 5(d) is acceptable, provides operational efficiency, and is in keeping with the findings of CSP-07002.

The applicant also seeks to remove Condition 15, which states:

15. To avoid access problems and other circulation issues, no restaurant on the subject property shall have drive-through window or facility.

This condition was not included in the Planning Board's resolution for CSP-07002 (PGCPB Resolution No. 08-50), but was added as part of the District Council's affirmation of the Planning Board's decision. Access and circulation are discussed in Finding 7b above. In addition, on-site circulation will be further evaluated at the time of DSP.

9. **Preliminary Plan of Subdivision PPS 4-07057:** PPS 4-07057 was approved by the Planning Board on April 24, 2008 (PGCPB Resolution No. 08-51), subject to 14 conditions, none of which are relevant to this CSP amendment.

10. **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. A prior Type 2 tree conservation plan approval (TCP2-021-09) was implemented with a grading permit that was approved prior to July 1, 2024. This application does not approve any changes to the implemented TCP2.

11. **Referral comments:** The subject application was referred to the concerned agencies and divisions. Due to the limited scope of this application, comments were only solicited from the Transportation Planning Section and external agencies. The referral comments are summarized as follows, and incorporated herein by reference:

    a. **Transportation Planning**—In a memorandum dated April 29, 2025 (Smith to Myerholtz), it was noted that there was no opposition to the amendment to prior conditions of approval.

    b. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—DPIE did not offer comments on this DSP.

    c. **Price George's County Police Department**—The Police Department did not have any comments on this DSP.

    d. **Prince George's County Fire/EMS Department**—The Fire/EMS Department did not offer comments on the subject application.

    e. **Prince George's County Health Department**—The Health Department did not offer comments on the subject application.

    f. **Washington Suburban Sanitary Commission (WSSC)**—WSSC did not offer comments on the subject application.

    g. **Public Utilities**—The public utility companies did not offer comments on this application.

12. **Community feedback:** The Planning Board did not receive any inquiries from the community regarding the subject CSP amendment.

13. **Planning Board Hearing:** The Planning Board held a public hearing on this application on June 5, 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 Planning Board's procedures. Prior to the hearing, the applicant provided three exhibits (Applicant Exhibits 1, 2, and 3). Applicant Exhibit 1 is a letter of support for this application from the Little Washington Civic Association. Applicant Exhibit 2 is a letter of support for this application from the Greater Morning Star Apostolic Ministries, the neighboring property owner to the north. Both letters cite support for drive-through service as a feature within this development. Applicant Exhibit 3 proposed a revision to staff's recommended Condition 2 to add the word "restaurant." The

applicant and staff were not in agreement with this revision, but agreed on all other conditions of approval.

The hearing began with a technical staff presentation, followed by the applicant's presentation. Staff provided an overview of the project. Staff then explained that they disagreed with the applicant's proposed revisions to Condition 2. Staff viewed the provisions of condition as necessary to promote the Westphalia Sector Plan and SMA's vision for the subject property to be part of a high-quality, mixed-use, walkable, "main street" activity center (page 30). Given the applicant's requested removal of Condition 15 and amendments to Condition 5b, staff recommended Condition 2 to place limits on drive-throughs, in accordance with the sector plan's vision. Staff did not think these prohibitions should apply only to eating and drinking establishments. First, staff did not support restricting a specific use. Second, technical staff reported that any drive-through use is inherently focused on vehicles and not pedestrians; therefore, the additional standards outlined in Condition 2, which support pedestrian accommodations, should apply to all uses with drive-through service.

The applicant's attorney spoke and provided reasoning for limiting Condition 2 to eating and drinking establishments only. He also provided the history and context of the development. He explained that the subject property is the retail component of the overall mixed-use center. He also explained that the property fronts on a high-traffic road (Ritchie Marlboro Road) and is in close proximity to an entrance to the Capital Beltway exit. This location indicates that the majority of trips to the site will be vehicular, regardless of whether future uses have a drive through or not. With respect to the Westphalia Sector Plan and SMA, the applicant's attorney noted that: (1) drive throughs are not prohibited; and (2) the sector plan requires pedestrian accommodation – not development that is exclusive to pedestrians. The applicant's attorney then noted that Condition 2a would limit the drive-throughs for any use to a single lane. While the applicant accepts this condition, with respect to Eating and Drinking establishments, other users (such as a bank) might require additional lanes. The design of a multi-lane drive through could be reviewed for pedestrian accommodations at the time of DSP. Finally, the applicant noted that attracting tenants for the remaining pad sites has presented a challenge. Therefore, additional flexibility is needed, in terms of the number of drive-through lanes for uses other than Eating and Drinking establishments.

There was discussion between the Planning Board, the applicant, and technical staff on the reasoning for revisions to Condition 2. Board members discussed how to best provide the applicant with flexibility in attracting tenants for the site, while ensuring that the development meets the Westphalia Sector Plan and SMA's recommendation for a high-quality, mixed-use, walkable, "main street" activity center. At the end of the discussion, staff recommended the following revision to Condition 2a, in lieu of the applicant's requested revision, "Notwithstanding adequate queuing shall be provided, only one ordering/queuing lane shall be permitted per establishment with drive-through service, unless modified by the Planning Board at the time of detailed site plan." Per the Board's discussion, the intent of this provision is to indicate that a single drive-through queuing/ordering lane is preferred, in order to conform to the applicable sector plan recommendations. However, additional lanes may be approved with a design that meets the sector plan recommendations. The applicant agreed with this revision. The Board ultimately voted to include revised Condition 2a, as read into the record by technical staff.

14. Based on the foregoing analysis, and as required by Section 27-276(b)(1) of the prior Zoning Ordinance, the CSP, 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 Prince George's County Code, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

15. Section 27-276(b)(2) of the prior Zoning Ordinance is not applicable because this is not a CSP for a Mixed-Use Planned Community.

16. Section 27-276(b)(3) of the prior Zoning Ordinance does not apply to this CSP because it is not a CSP for a Regional Urban Community.

17. As required by Section 27-276(b)(4) of the prior Zoning Ordinance, the Planning Board may approve a CSP 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 requirements of Section 24-130(b)(5) of the prior Prince George's County Subdivision Regulations. All impacts were previously approved with CSP-07002, PPS 4-07057, and DSP-08043 for the subject property, which are not modified by the subject amendment.

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 Conceptual Site Plan CSP-07002-01 for the above-described land, subject to the following conditions:

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

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

2. At the time of detailed site plan, for any use proposed with drive-through service, the following additional development standards shall apply:

    a. Notwithstanding adequate queuing shall be provided, only one ordering/queuing lane shall be permitted per establishment with drive-through service, unless modified by the Planning Board at the time of detailed site plan.

    b. Outdoor seating areas shall be protected from idling vehicles, such as through building shielding or strategic locations, to avoid exposure to potential greenhouse gas emissions.

c. The site shall be designed with emphasis on pedestrian accommodations, as provided on page 30 of the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment*.

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, and Shapiro voting in favor of the motion, and with Commissioner Bailey absent at its regular meeting held on Thursday, June 5, 2025, in Largo, Maryland.

Adopted by the Prince George's County Planning Board this 26th day of June 2025.

Peter A. Shapiro
Chairman

By Jessica Jones
Planning Board Administrator

PAS:JJ:DM:rpg

Laura Tallerico
Approved for Legal Sufficiency
M-NCPPC Office of General Counsel

6/25/25

PGCPB No. 08-51 File No. 4-07057

R E S O L U T I O N

WHEREAS, PB & J LLC. is the owner of a 4.48-acre parcel of land known as Parcels 122, 123 and 197, said property being in the 15th Election District of Prince George's County, Maryland, and being zoned M-X-T; and

WHEREAS, on November 1, 2007, Peter Herring filed an application for approval of a Preliminary Plan of Subdivision (Staff Exhibit #1) for 3 lots; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as Preliminary Plan 4-07057 for PB&J Property 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 April 3, 2007, for its review and action in accordance with Article 28, Section 7-116, 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 April 3, 2007, 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 the Type I Tree Conservation Plan (TCPI/031/07), and further APPROVED Preliminary Plan of Subdivision 4-07057, PB&J Property, including a Variation from Section 24-121(a)(3) for Lots 2 and 3 with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the following technical corrections shall be made:

   a. Locate existing water and sewer lines.

   b. Provide reference that development is subject to CSP-07002.

   c. Provide a note that a variation was approved to Section 24-121(a)(3) for direct vehicular access to Ritchie Marlboro Road and the restrictions of that approval.

   d. Add a note that a raze permit is required to remove the existing structure, and that the well and septic systems must be properly abandoned before the release of the grading permit.

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

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

4. Any residential development of the subject property shall require the approval of a new preliminary plan of subdivision prior to the approval of a detailed site plan proposing such use.

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

6. Prior to the approval of the detailed site plan (DSP) the applicant shall submit evidence that the access easement (Liber 17192 Folio 049) dated April 7, 2003, that encumbers Lot 3 to serve Parcel 140 to the east has been abandoned. If the applicant is unable to obtain the abandonment, the DSP shall delineate the full extent of the easement and ensure uninterrupted access to Parcel 140. The layout shall be designed so that there will be no vehicular or pedestrian conflict between the development on Lot 3 and the use of the easement by the owners of Parcel 140.

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

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

9. Prior to the issuance of any building permits 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. **Sansbury Road/D'Arcy Road intersection**

      Provide a separate left and right turn lanes for the D'Arcy Road approaches. Since these additional improvements will not lower the delay below 50 seconds in any given movement, and per the requirement of DPW&T, the applicant shall conduct a traffic signal warrant study and install a signal if deem to be warranted AND approved by DPW&T.

b. **Ritchie Marlboro Road/White House Road intersection**

Provide the following improvements:

- Northbound approach: two left-turn lanes and a shared left-through-right lane

c. **Sansbury Road/Ritchie Marlboro Road intersection**

- Provide a third eastbound and westbound through lane

10. The final plat shall carry a note that access to Sansbury Road from this site shall be limited to a right-in/right-out only.

11. Prior to the issuance of grading permits the applicant shall demonstrate that any abandoned well and septic system has been pumped, backfilled and/or sealed in accordance with COMAR 26.04.04 by a licensed well driller or witnessed by a representative of the Health Department.

12. Prior to signature approval of the preliminary plan, the Type I Tree Conservation Plan, TCPI/031/07, shall be revised as follows:

a. Label any proposed retaining walls. Provide heights and at least ten feet of cleared area on both sides for construction.

b. Show the specimen trees to be removed by placing an "x" over those to be removed.

c. The note on the TCPI shall be revised to state only, "Potential 30-foot drive aisle for future access to the south." The rest of the note shall be removed.

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

13. The following note shall be placed on the final plat of subdivision:

"Development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/031/07), or as modified by the Type II 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 Conservation Ordinance. 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 submittal of the detailed site plan for this property the applicant shall demonstrate that the existing house on the subject property has been photographed and recorded on the Maryland

Inventory of Historic Properties form. The documentation shall be submitted to staff of the Historic Preservation and Public Facilities Planning Section.

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, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.

2. The property is located in the southeast quadrant of the intersection of Ritchie Marlboro Road and Sansbury Roads, east of the Capital Beltway (I-495) in the Westphalia community.

3. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

	EXISTING	**PROPOSED**
Zone	M-X-T	M-X-T
Use(s)	Single-family dwelling	20,000–30,000 sq. ft. of commercial/retail
Acreage	4.48	4.48
Lots	0	3
Parcels	3	0
Dwelling Units:		
Detached	1 (to be razed)	0

4. **Environmental**—The Environmental Planning Section has reviewed the above-referenced preliminary plan and Type I tree conservation plan stamped as received on December 19, 2007. A review of the available information indicates that streams, wetlands, 100-year floodplain, severe slopes, and areas of steep slopes with highly erodible soils are not found to occur on the property. The soils found to occur on this site according to the Prince George's County Soil Survey are in the Adelphia, Collington, Monmouth, Rumford, Sandy, and Westphalia soil series. According to available information, Marlboro clay does not occur on this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened or endangered species found to occur in the vicinity of this property. There are no designated scenic and historic roads in the vicinity of this property, which is located in the Southwest Branch watershed of the Patuxent River basin.

The subject property is located in the area included in the Westphalia approved sector plan and sectional map amendment. The plan contains no specific environmental recommendations for this site. The subject site is not within the designated network of the *Countywide Green Infrastructure Plan.*

A signed natural resources inventory (NRI/120/06), which included a detailed forest stand delineation (FSD), was submitted with the application. The FSD report describes one mature forest stand totaling 2.42 acres dominated by yellow poplar and sweetgum.

This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area exceeds 40,000 square feet and there are more than 10,000 square feet of existing woodland on-site. A Type I tree conservation plan has been submitted and was reviewed.

This property contains a total of 2.42 acres of upland woodlands. The woodland conservation threshold has been correctly calculated at 0.67 acres, or 15 percent, of the net tract based on the current zoning. The total woodland conservation requirement has been correctly calculated at 1.42 acres. The plan proposes to meet the requirement by providing 0.36 acre of woodland preservation on-site and 1.06 acres of off-site mitigation. Woodland preservation is focused along the southern boundary of the site in a location of a possible future connection to the property to the south. It should be noted that if the treatment of the woodland preservation area shown on the plans is proposed to change in the future, the approved TCPI for this site must be revised; or if the project has proceeded to the TCPII phase, the approved TCPII shall reflect any proposed changes.

The TCPI, as submitted, requires some revisions. The TCPI should show the limits of disturbance and should include the symbol in the legend and provide at least ten feet of clearing behind retaining walls. It appears that this project may be phased and therefore the applicant should provide a lot-by-lot table stating the area of each lot, woodland existing, woodland to be cleared, and woodland preserved.

This property is located on the south side of Ritchie Marlboro Road, a master plan arterial roadway that has been identified as a transportation-related noise generator. The Environmental Planning Section noise model predicts the unmitigated 65 dBA Ldn noise contour to be approximately 155 feet from the centerline of Ritchie Marlboro Road. However, no residential uses are proposed so the noise levels are acceptable for the proposed commercial use and noise mitigation is not required.

Water and Sewer Categories

The water and sewer service categories are W-4 and S-3 according to water and sewer maps obtained from the Department of Environmental Resources dated June 2003 and will therefore be served by public systems.

5. **Community Planning—**The 2002 General Plan locates this property in the Developing Tier. One of the visions for the Developing Tier is to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial centers, and employment areas that are increasingly transit serviceable. This application is not inconsistent with the 2002 General Plan Development Pattern policies for the Developing Tier because the proposed development calls for three lots in an area of mixed-use activity.

The property is within the limits of the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment*, in Planning Area 78 in the Westphalia and vicinity community. The sectional map amendment rezoned the subject property from the R-A to the M-X-T Zone. The property is

located in a designated mixed-use activity center at the northern gateway to the sector plan area along Sansbury Road and Ritchie Marlboro Road. This portion of the mixed-use center is recommended for commercial land uses at the north end of a "main street" along Sansbury Road. The design principles for the mixed-use activity centers, which were approved in the 2007 Westphalia sector plan and SMA, promote development of distinct residential and neighborhood commercial activity centers designed around a main-street theme and anchored by shared amenities. Main-street character and accompanying pedestrian orientations can most effectively be achieved along Sansbury Road, not Ritchie Marlboro Road, which is a designated arterial facility.

This application generally conforms to the retail/commercial land use pattern recommended for this portion of the mixed-use activity center at Sansbury and Ritchie Marlboro Roads by the 2007 approved Westphalia sector plan and SMA (CR-2-2007) land use policies. Development on this site will be subject to the review of a detailed site plan that will evaluate the site for conformance to the plan design principles for a pedestrian-oriented, main-street development character along Sansbury Road and connectivity with development on adjacent properties within the activity center. The review of the detailed site plan should ensure the ability for the connectivity between the subject site and Parcel 195 (Ritchie Baptist Church) to the south. The development of Parcel 195 would include primary access to Sansbury Road and secondary or accessory access to the access easement being provided within the subject site, pursuant to Section 24-128(b)(9). The gateway design features will be determined during review of the of the detailed site plan.

An illustrative concept plan and illustrative site development plan were submitted to the public record of the Westphalia sector plan as Exhibit 19 for the entire mixed-use activity center, which includes the subject property at Sansbury and Ritchie Marlboro Roads. Pursuant to approval of Council Bill CB-78-2006, master plan design guidelines or standards and referenced exhibits in the public record are important conceptual site planning tools to establish criterion for certain plans and SMAs approved after October 1, 2006, such as Westphalia. The lot pattern proposed by this preliminary subdivision application generally conforms to the lot pattern illustrated by Exhibit 19. The type, placement and design of commercial uses on the proposed lots and compliance with sector plan design principles and guidelines will be addressed during review of conceptual (CSP-07002) and detailed site plan applications.

6. **Parks and Recreation**—In accordance with Section 24-134(a) of the Subdivision Regulations, this subdivision is exempt from the requirements of mandatory dedication of parkland because it consists of nonresidential development.

7. **Trails**—The preliminary plan was reviewed for conformance with the Countywide Trails Plan and/or the appropriate area master plan in order to provide the master plan trails. The master plan trail proposed along Ritchie Marlboro Road has been completed in the vicinity of the subject site through the recent interchange improvements made by SHA. This trail has been implemented as an eight-foot-wide concrete sidewalk along the frontage of the subject property. The sidewalk provides access along Ritchie Marlboro Road through the interchange.

A master plan trail/bikeway has also been implemented along the subject site's frontage of

Sansbury Road. This trail/bike facility has also been implemented as an eight-foot-wide sidewalk along the frontage of the subject property. The approved Westphalia sector plan designates Ritchie Marlboro Road as a master plan trail corridor and Sansbury Road as a master plan bikeway. No additional improvements are necessary along these frontages. Further review of the internal pedestrian circulation will be addressed at the time of detailed site plan for this site.

It should be noted that the former Chesapeake Beach Railroad right-of-way (Parcel 197) is located along the southern edge of the subject site. This former right-of-way crosses under the current Ritchie Marlboro Road and Capital Beltway interchange. Because of this, the existing side path/wide sidewalk along Ritchie Marlboro Road will be utilized as the trail alignment along this corridor. This sidewalk includes curb cuts and crosswalks and safely negotiates pedestrians and cyclists through the interchange. No recommendations are made regarding this trail.

There are no master plan trail recommendations at this time. Internal pedestrian connections will be evaluated at the time of detailed site plan.

8. **Transportation**—The Transportation Planning Section has reviewed the preliminary plan of subdivision application referenced above. The subject property consists of three lots totaling approximately 4.48 acres of land in the M-X-T Zone. The property is located in an area generally bounded by Ritchie Marlboro Road to the north and Sansbury Road to the west. The applicant proposes to develop the three lots with a gas station, a convenience store, and a retail store.

The analysis contained in this staff report replaces all previous analysis pertaining to transportation findings and recommendations for the subject application. The findings and recommendations contained herein are based on the most recent information obtained from the reviewing agencies, as well as additional traffic analyses that supplement the original September 25, 2007, traffic study.

The applicant (in a joint effort with the developer of the adjacent property—Westphalia Row; CSP-07001) prepared a traffic impact study dated September 25, 2007, in accordance with the methodologies in the "Guidelines for the Analysis of the Traffic Impact of Development Proposals." The study has been referred to the County Department of Public Works and Transportation (DPW&T) and the State Highway Administration (SHA). The findings and recommendations outlined below are based upon a review of all materials received and analyses conducted by the staff and are consistent with the guidelines. It is worth noting that all of the analyses presented in the study are based on the traffic generated by both the subject application and the adjacent Westphalia Row property. Both applications are located on either side of Sansbury Road, will impact the same transportation facilities, and consequently, are recommended to receive the same off-site transportation conditions.

TRAFFIC IMPACT STUDY

Pursuant to the scoping agreement between the applicant and staff, the traffic impact study identified the following intersections as the ones on which the proposed development would have the most impact:

EXISTING CONDITIONS		
Intersection	AM	PM
	(LOS/CLV)	(LOS/CLV)
Ritchie Marlboro Road & Sansbury Road	C/1,171	A/915
Ritchie Marlboro Road & White House Road	B/1,072	A/727
* Sansbury Road & D'Arcy Road (unsignalized)	B/12.6 sec.	B/12.2 sec.
*Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the level-of-service and the intersection delay measured in seconds/vehicle. A level-of-service E, which is deemed acceptable. corresponds to a maximum delay of 50 seconds/car. For signalized intersections, a CLV of 1,450 or less is deemed acceptable as per the guidelines		

The traffic study identified 18 background developments whose impact would affect some or all of the study intersections. Additionally, a growth rate of 1.5 percent per year (through 2010) was applied to the existing traffic counts. A second analysis was done to evaluate the impact of the background developments on the existing infrastructure. The analysis revealed the following results:

BACKGROUND CONDITIONS		
Intersection	AM	PM
	(LOS/CLV)	(LOS/CLV)
Ritchie Marlboro Road & Sansbury Road	F/1,736	E/1,515
Ritchie Marlboro Road & White House Road	E/1,476	B/1,012
Sansbury Road & D'Arcy Road	F/947 sec.	F/538 sec.

An analysis of the traffic data under "Total" conditions represents a combination of background traffic and site-generated traffic. Using trip generation rates from the "Guidelines for the Analysis of the Traffic Impact of Development Proposals," as well as the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 7th edition*, the study has determined that the proposed development, based on the above-mentioned uses, would generate a net total of 207 (106 in, 101 out) AM peak-hour trips, and 269 (133 in, 136 out) PM peak-hour trips. Using these site-generated trips, an analysis of total traffic conditions was done, and the following results were determined:

TOTAL CONDITIONS		
Intersection	AM	PM
	(LOS/CLV)	(LOS/CLV)
Ritchie Marlboro Road & Sansbury Road *With Improvements*	F/1,834 *D/1,373*	E/1,665 *C/1,286*
Ritchie Marlboro Road & White House Road *With Improvements*	E/1,512 *C/1,313*	B/1,043 *A/994*
Sansbury Road & D'Arcy Road	F/999 sec.	F/635 sec.
Ritchie Marlboro Road @ PB&J (west)	B/11.1	E/35.8
Ritchie Marlboro Road @ PB&J (east)	B/11.1	E/36.1
Sansbury Road @ PB&J	C/19.2	C/18.9
Sansbury Road @ Westphalia Row	C/22.6	E/48.0

The results shown in the table above have indicated that there are three intersections that would operate unacceptably under total traffic conditions. To address those inadequacies, the following improvements were proposed in the traffic study:

a. **Sansbury Road/D'Arcy Road intersection (unsignalized)**

Given the projected delay in excess of 50 seconds, the applicant proposes a traffic signal warrant study for this intersection.

b. **Sansbury Road/Ritchie Marlboro Road intersection**

The applicant proposes the addition of a third eastbound and westbound through lane on Ritchie Marlboro Road. With this improvement in place, the intersection is projected to operate with a LOS/CLV of D/1,373 during the AM peak hour and C/1,286 during the PM peak hour.

c. **Ritchie Marlboro Road/White House Road intersection**

Provide the following improvements:

- Southbound approach: A right turn lane and a shared through-left lane
- Eastbound approach: A left turn lane, two through lanes, and a right turn lane
- Westbound approach: A left turn lane, one through lane, and a shared through-right turn lane

- Northbound approach: two left turn lanes and a shared left-through-right lane

With all of the improvements cited above, the original traffic study concluded that the development of the site as proposed would satisfy traffic adequacy.

Upon review of the applicant's traffic study, staff agrees with its overall conclusion regarding the road system being able to accommodate the proposed development. While the Department of Public Works and Transportation (DPW&T) is also in general agreement with the study's conclusions, in its November 16, 2007, letter to staff (Issayans to Burton), it has stated that it would not permit two separate median breaks along Sansbury Road for the Westphalia Row and the PB&J properties. In light of DPW&T's position on median openings, the subject property would be limited to a right-in/right-out access along Sansbury Road.

Regarding the proposed access to Ritchie Marlboro Road, the applicant has filed a variation request pursuant to Section 24-121(a) (3) based on Ritchie Marlboro being an arterial road. Given the fact that proposed Lots 2 and 3 have frontage on Ritchie Marlboro Road only, staff is in general support of this variation request. DPW&T, in its September 26, 2007, letter to staff (*Abraham to Lindsay*), also supports this request.

While the details of on-site circulation within (and between) the proposed three lots will be fully addressed at the time of a detailed site plan, staff would recommend that no access from Lot 1 should be allowed on Ritchie Marlboro Road, given its proximity to the Sansbury Road intersection

Subsequent to the November 16, 2008, letter from DPW&T, staff has received additional correspondence between DPW&T and the traffic consultant in which assumptions at the Ritchie Marlboro Road/White House Road intersection have modified. Specifically, since the northern leg of that intersection already exists, no additional improvements to and from that northern leg will be required.

The State Highway Administration (SHA), in its November 8, 2007, letter to staff (Foster to Foster), concurred with the study's conclusions, pending the implementation of the applicant's proffered improvements.

It is worth noting that the applicant did provide staff with a supplemental traffic study on February 4, 2008. The purpose of the supplemental study was to evaluate the impact of the proposed development on the roundabouts at Ritchie Marlboro Road and the Beltway (I-95/I-495). However, at the March 20, 2008, Planning Board hearing, the Planning Board amended the guidelines, which affected the way in which critical intersections are determined. Specifically, under the amended guidelines, roundabouts located within interstate highway interchanges are excluded from any study area defined in a traffic study. Consequently, this amendment to the guidelines obviates the need for any further analysis of the roundabouts at Ritchie Marlboro Road and the Beltway.

FINDINGS

The proposed development would generate 207 AM and 269 PM peak-hour vehicle trips as determined using the "Guidelines for the Analysis of the Traffic Impact of Development Proposals."

The traffic generated by the proposed preliminary plan would impact the following intersections:

a. Sansbury Road and D'Arcy Road

b. Ritchie Marlboro Road and Sansbury Road

c. Ritchie Marlboro Road and White House Road

None of the intersections identified above is programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program.

The subject property is located within the Developing Tier, as defined in the General Plan for Prince George's County. 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:** The Highway Capacity Manual procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

The following intersections, when analyzed with the total future traffic as developed using the guidelines, were not found to be operating at or better than the policy service level defined above:

a. Sansbury Road and D'Arcy Road

b. Ritchie Marlboro Road and Sansbury Road

c. Ritchie Marlboro Road and White House Road

The applicant has agreed to provide the following improvements to the intersections, in consideration of the above:

a. Sansbury Road/D'Arcy Road intersection (traffic signal warrant study)

b. Sansbury Road/Ritchie Marlboro Road intersection—add third through lane in each direction on Ritchie Marlboro Road

c. Ritchie Marlboro Road/White House Road intersection

(1) Southbound approach: Provide a right turn lane and a shared left-through lane

(2) Eastbound approach: Provide a left turn lane, a right turn lane, and two through lanes

(3) Westbound approach: Provide a left turn lane, a through lane, and a shared through-right turn lane

(4) Northbound approach: Provide two left turn lanes and shared left-through-right lane

All of the intersections identified above, when analyzed with the improvements identified and total future traffic as developed using the guidelines, were found to be operating at or better than the policy service level.

Based on the preceding findings, the plan conforms to the required findings for approval of the Preliminary Plan of Subdivision pursuant to Section 24-124.

9. **Schools**—There are no residential dwelling units proposed and therefore there are no anticipated impacts on schools.

10. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(B)-(E) of the Subdivision Ordinance and found the following:

The existing engine service at Ritchie Road Fire Station, Company 37, located at 1415 Ritchie Marlboro Road**,** has a service travel time of 2.08 minutes, which is within the 3.25-minute travel time guideline.

The existing paramedic service at Kentland Fire Station, Company 46, located at 10400 Campus Way South**,** has a service travel time of 4.86 minutes, which is within the 7.25-minute travel time guideline.

The existing ladder truck service at Marlboro Fire Station, Company 45**,** located at 7710 Croom Road has a service travel time of 9.49 minutes, which is beyond the 4.25-minute travel time guideline.

In order to alleviate the negative impact on fire and rescue services due to the inadequate service, an automatic fire suppression system should be provided in all new buildings proposed in this application unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.

The existing ladder truck service located at Kentland Company 33 is beyond the recommended travel time guideline. The nearest fire station, Ritchie Marlboro Company 37, is located at 1415 Ritchie Marlboro Road, which is 2.08 minutes from the development. This facility would be within the recommended travel time for ladder truck service if an operational decision to locate this service at that facility is made by the county.

The above findings are in conformance with the *Adopted and Approved Public Safety Master Plan 1990* and the *Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities*.

11. **Police Facilities**—The approved 2002 General Plan addresses the provision of public facilities that will be needed to serve existing and future county residents. The plan includes planning guidelines for police facilities as station space per capita: 141 square feet per 1,000 county residents.

The police facilities test is done on a countywide basis in accordance with the policies of the Planning Board. There are 267,660 square feet of space in all of the facilities used by the Prince George's County Police Department and the latest county population estimate is 825,520. Using the standard of 141 square feet per 1,000 residents, 116,398 square feet of space for police facilities are needed. The current amount of space available, 267,660 square feet, is above the guideline. The proposed development is within the service area for Police District II, Bowie.

12. **Health Department**—The Environmental Engineering Program Section with the Department of Environmental Resources notes that a raze permit must be obtained through the Department of Environmental Resources prior to the removal of any existing structures. Any hazardous materials located in any structures on-site must be removed and properly stored or discarded prior to the structures being razed. A note should be placed on the preliminary plan that requires that the structure is to be razed and the well and septic systems properly abandoned before the release of the grading permit.

13. **Stormwater Management**—The Department of Public Works and Transportation, Office of Engineering has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, #38441-2006-00, has been approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. Development must be in accordance with this approved plan, which proposes an underground storage system.

14. **Historic**—A Phase I archeological survey is not recommended. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. According to tax assessor records, the existing house on the property was built in 1935. This house appears in

the 1938 aerial photographs. Although it is unlikely that significant archeological deposits will be found on the property and no archeological survey is requested, the house should be photographed and recorded on a Maryland Inventory of Historic Properties form by an architectural historian and the documentation, sent to historic preservation staff.

Moreover, Section 106 review may require archeological survey for state or federal agencies. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties, to include archeological sites. This review is required when state or federal monies or federal permits are required for a project.

15. **Variation**—Section 24-121(a)(3) of the Subdivision Regulations establishes design guidelines for lots that front on arterial roadways. This section requires that these lots be developed to provide direct vehicular access to either a service road or an interior driveway when feasible. This design guideline encourages an applicant to develop alternatives to direct access onto an arterial roadway.

The subject property has frontage on and proposes direct vehicular access via Ritchie Marlboro Road for Lots 2 and 3, which is an arterial roadway, and Sansbury Road for Lot 1, which is proposed as a 100-foot right-of-way along the property's frontage. Sansbury is proposed as a "main street" in the approved 2007 Westphalia sector plan and sectional map amendment, and the Department of Public Works and Transportation (DPW&T) is limiting access to right-in and right-out for this site (Lot 1).

Section 24-113 of the Subdivision Regulations sets forth the required findings for approval of variation requests (in **bold**). Staff supports the variation to allow access to a proposed arterial in this case and makes the following findings:

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 further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:

The approval of the applicant's request does not have the effect of nullifying the intent and purpose of the Subdivision Regulations. In fact, strict compliance with the requirements of Section 24-121(a)(3) could result in practical difficulties to the applicant that could result in the applicant not being able to appropriately develop this property.

a. **That the granting of the variation will not be detrimental to the public safety, health or welfare, or injurious to other property.** One of the purposes of limiting access to an arterial is to enhance public safety, health and welfare. Due to the limited right-in and right-out access to Sansbury Road and the requirement for a median along the property's

frontage on Sansbury Road, adequate circulation for the development proposed necessitates direct access to Ritchie Marlboro Road. The applicant requested and staff recommends that direct access be limited to right-in/right-out for the two access points serving the site (Lots 2 and 3); Lot 1 is to be served via Sansbury Road. Staff recommends that the applicant record an ingress and egress and parking easement to provide for cross pedestrian and vehicular circulation to be reflected on the final plat. The details of the circulation will be determined with the review of the detailed site plan (DSP).

b. **The conditions of 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 intersection of Sansbury Road and Westphalia Road is designated by the 2007 approved Westphalia sector plan as one of nine gateways into Westphalia. It is proposed as the location of a mixed-use village center and was rezoned to M-X-T as a part of that plan. The type and amount of development proposed on this site is unique within the sector plan in its location and its commercial uses and is intended to support a mixed-use main street community that was envisioned by the sector plan. This site is the main retail component serving the village center. Neither staff nor DPW&T supports a median opening on Sansbury Road at the site's entrance due to a median break proposed roughly 500 feet to the south to serve the Westphalia Row portion of the sector plan development, which is primarily residential; consequently, this access must be limited to a right in/right-out only. The lack of a medium break would restrict access and on-site circulation without direct access to Ritchie Marlboro Road.

c. **The variation does not constitute a violation of any other applicable law, ordinance, or regulation.** The Department of Public Works and Transportation will require that the applicant obtain access permits if access to Ritchie Marlboro Road is permitted by the Planning Board. That permitting process will ensure that no other violation of any other applicable law, ordinance or regulation occurs.

d. **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 property is unique to other surrounding properties in that it is rectangular in shape with limited frontage (260± linear feet) on Sansbury Road to the west, compared to the over 600± linear feet of frontage on Ritchie Marlboro Road. If access were denied from Lots 2 and 3, adequate circulation may not be provided, which could restrict the amount of development on the site and result in a hardship on the owner.

16. **Commercial Use—**Although the subject application is not proposing any residential development, the M-X-T Zone does permit residential development. Because there exist different adequate public facility tests and there are considerations for recreational components for residential subdivisions, a new preliminary plan should be required if residential development is to be considered on this site.

17. **Existing Access Easement Serving Parcel 140**—The subject property is encumbered by an existing recorded access easement (Liber 17172 Folio 049) serving abutting Parcel 140 to the east, zoned R-R. The driveway serving the existing dwelling on-site is also partially located within the easement benefiting Parcel 140 (the existing dwelling is to be razed). The applicant has indicated, but provided no evidence, that the owner of Parcel 140 (to the east) has agreed to abandon the access easement to allow for the development of the PB&J property as proposed. The preliminary plan labels the relocation of the sole access to Parcel 140 to be 65 feet to the east along Ritchie Marlboro Road onto Parcel 140.

    In order to develop this site as proposed, the existing access easement serving Parcel 140 should be abandoned. The location of the new driveway apron will require the approval of the Department of Public Works and Transportation (DPW&T) for access onto Ritchie Marlboro Road. DPW&T in their referral dated November 29, 2007, state that the "[e]xisting driveway on Lot 3 needs to be removed or relocated outside Lot 3 limits and is to remain as a right-in and right-out only access." DPW&T acknowledges that the apron will be relocated "outside" proposed Lot 3.

    If the applicant is unable to demonstrate the concurrence for the removal of the access easement, the detailed site plan should be designed to ensure that the rights of the benefited property are not interrupted and there is appropriate separation between the residential access and the commercial use. In the event that the benefited property owner (Parcel 140) does not agree to the relocation (as discussed in the variation section of this report) the access will remain to serve Parcel 140. In the event that the Planning Board grants two points of access to the site from Ritchie Marlboro Road as requested by the applicant, the access easement serving Parcel 140 (Liber 17172 folio 049) to the east, unless abandoned, should be included when counting the total number of authorized points of access to Ritchie Marlboro Road. Section 24-121(a)(3) of the Subdivision Regulations does not distinguish between existing and proposed access to an arterial.

18. **Conceptual Site Plan (CSP-07002)—**At the writing of this staff report the conceptual site plan (CSP-07002) for this 4.48-acre site is scheduled before the Planning Board on January 10, 2007. The staff recommendation contains 11 conditions of approval, generally relating to the site design and layout, which will be reviewed at the time of detailed site plan. The proposed preliminary plan is not inconsistent with recommendations of the CSP.

    An illustrative concept plan and illustrative site development plan were submitted to the public record of the Westphalia sector plan as Exhibit 19 for the mixed-use activity center at Sansbury and Ritchie Marlboro Roads, of which this application is a part, along with graphic illustrations (Perspectives of Sansbury Road and the Village Green). This application falls within "Block B" of the submitted illustrative site plan, which proposes 20,000–30,000 square feet of retail uses on the southeast corner of the intersection of Ritchie Marlboro and Sansbury Roads. The perspective of Sansbury Road shows a continuous, walkable streetscape with building frontages and sidewalks along the properties on Sansbury Road. This image depicts the type of pedestrian-friendly, mixed-use, main-street development envisioned by the sector plan.

The application does not clearly demonstrate how development or access will be coordinated with "Block C" on Exhibit 19 to the south. This potential connection is of key importance because it allows for future development to the south to be easily accessible to the subject property along an internal driveway instead of forcing all interaction between the subject property and the rest of the village center to take place via Sansbury Road. Connectivity is one of the goals for achieving the envisioned development patterns for the Westphalia sector plan area, particularly in activity center areas. Instead, the submitted CSP and preliminary plan show a woodland preservation area that could hinder coordinated access and shared development patterns between lots within this activity center. This is not consistent with mixed-use activity center development concepts or the development illustrations submitted to the record. The review of the detailed site plan should explore the provision for shared access to Parcel 195 to the south, which would encourage and support cross vehicular circulation as set forth in the sector plan, and remove what could be perceived as hurdles in the planning process to encourage property owners to implement a connection.

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.

* * * * * * * * * * * * *

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 Cavitt, seconded by Commissioner Clark, with Commissioners Cavitt, Clark, Vaughns and Parker voting in favor of the motion, and with Commissioner Squire absent at its regular meeting held on Thursday, April 3, 2008, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 24th day of April 2008.

Oscar S. Rodriguez
Executive Director

By Frances J. Guertin
Planning Board Administrator

OSR:FJG:WC:bjs

PGCPB No. 09-98 File No. DSP-08043

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 June 11, 2009 regarding Detailed Site Plan DSP-08043 for PB&J, the Planning Board finds:

1. **Request:** The subject application is for a detailed site plan for infrastructure for grading and utilities on 4.48 acres of land.

2. **Development Data Summary:**

	EXISTING	**APPROVED**
Zone(s)	M-X-T	M-X-T
Use(s)	Single-family house	To remain vacant until future commercial uses are approved
Parcel(s)	2	2
Acreage	4.48	4.48
Dwelling Units	1 (to be razed)	0

3. **Location**: The subject property is located in the southeast corner of the intersection of Ritchie Marlboro Road and Sansbury Road, in Planning Area 78, Councilmanic District 6. It is within the Developing Tier. This intersection is designated by the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* as one of nine gateways into Westphalia. It is proposed as the location of a mixed-use village center.

4. **Surrounding Uses:** To the east of the subject property is a single-family home facing Ritchie Marlboro Road. To the south is property owned by the Ritchie Baptist Church, which is zoned M-X-T and is envisioned as a possible future component of the gateway village center. To the west, across Sansbury Road, is another component of the gateway village center, the Westphalia Row property. Across Ritchie Marlboro Road to the north, the subject property faces land owned by the Greater Morningstar Pentecostal Church.

5. **Design Features:** The 4.48-acre site has a somewhat irregular rectangular shape which comprises three lots. Approximately one half of the subject site is covered with existing woodlands where small pockets of open space are scattered throughout the site. Located along the northern edge of the property is the proposed Washington Suburban Sanitary Commission (WSSC) right-of-way (proposed sewer) extending onto Ritchie Marlboro and Sansbury Roads.

In the future, the applicant is expected to submit a subsequent detailed site plan to develop the property with commercial uses. The applicant envisions that the uses may include a pharmacy and service station, as well as a third commercial use such as a bank, restaurant, or retail store. The subject detailed site plan is solely for the purpose of grading and stabilizing the site and installing the water line onto the site.

6. **Previous Approvals**: The subject property was rezoned from the R-A (Residential-Agricultural) Zone to the M-X-T Zone in the 2007 Westphalia sectional map amendment. As part of this rezoning, the District Council approved the concept plan for development of the subject property and the neighboring properties to the west and south as an integrated, mixed-use development. This concept plan is illustrated in plan view, with illustrative perspective renderings in Exhibit 19 of the public record for the sectional map amendment, and is intended to serve as a vision to guide the development of the village center.

   Conceptual Site Plan CSP-07002 was approved by the District Council on November 10, 2008.

   The site is the subject of approved Preliminary Plan of Subdivision 4-07057; the resolution of approval (PGCPB Resolution No. 08-51) was adopted by the Planning Board on April 24, 2008. The preliminary plan remains valid until April 24, 2010.

7. **Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance and is found to be in compliance with those regulations.

   Prince George's County Woodland Conservation Ordinance: The property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance. Type I Tree Conservation Plan (TCPI/031/07) has been approved. The Environmental Planning Section recommends approval of Type II TCPII/021/09, and prior to certification of the DSP, the Type II tree conservation plan should be revised to conform with TCPI/031/07 by providing a woodland area to buffer the property to the south and the revised plan should be signed and dated by the qualified professional who prepared the plan.

   The Requirements of Preliminary Plan of Subdivision 4-07057: The site is the subject of approved Preliminary Plan of Subdivision 4-07057. The DSP will be in conformance with applicable conditions of the preliminary plan if the conditions below are fulfilled.

   Conceptual Site Plan CSP-07002: The DSP is in conformance with all applicable conditions of the approved conceptual site plan.

Required Findings for Detailed Site Plans and Conceptual Site Plans in the M-X-T Zone:

Section 27-546(d)

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

The subject DSP is for grading and infrastructure only and does not show the details of the final development on the site, which will be provided on a future DSP. In accordance with Section 27-542(a)(2), the ultimate development on this site will implement the recommendation of the *Approved Westphalia Sector Plan and Sectional Map Amendment* by contributing to the creation of a compact, mixed-use community.

(2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;

The ultimate uses proposed on the site are consistent with those envisioned on Exhibit 19 of the sector plan. The subject DSP is for grading and infrastructure only and does not show the details of the final development on the site, which will be provided on a future DSP.

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

The ultimate proposed development is intended to help catalyze adjacent community improvement and rejuvenation by providing convenience retail and services for the village center area. The subject DSP is for grading and infrastructure only and does not show the details of the final development on the site, which will be provided on a future DSP.

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

The subject DSP is for grading and infrastructure only and does not show the details of the final development on the site, which will be provided on a future DSP.

(5) The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;

The ultimate mix of uses, arrangement of buildings, and other improvements and amenities of the village center area will reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability. The subject DSP is for grading and infrastructure only and does not show the details of the final development on the site, which will be provided on a future DSP.

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

The applicant has not proposed a staged development.

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

This requirement will be evaluated in more detail at the time of the final detailed site plan. The subject DSP is for grading and infrastructure only and does not show the details of the final development on the site, which will be provided on a future DSP.

(8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and

This requirement will be assessed at the time of the final detailed site plan. The subject DSP is for grading and infrastructure only and does not show the details of the final development on the site, which will be provided on a future DSP.

8. **Landscape Manual:** The subject site will be required to comply with Section 4.2, Section 4.3, and Section 4.6 of the *Prince George's County Landscape Manual* when final design is submitted in a detail site plan.

9. **Planning Board Analysis:**

Historic Preservation: The Planning Board accepts that the applicant will adhere to the historic preservation conditions in Preliminary Plan 4-07057 and CSP-07002. The detailed site plan for three commercial lots in the M-X-T zone will have no effect on identified historic sites, resources, or districts.

Archeological: A Phase I archeological survey is not recommended for the PB&J Property. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. According to tax assessor records, the extant house on the property was built in 1935. This house appears in the 1938 aerial photographs. Although it is unlikely that

significant archeological deposits will be found on the property and no archeological survey is requested, the house should be photographed and recorded on a Maryland Inventory of Historic Properties form by an architectural historian and the documentation sent to Historic Preservation staff.

Condition 14 of PGCPB Resolution No. 08-51 dated April 28, 2008 states that:

> **14. Prior to submittal of the detailed site plan for this property the applicant shall demonstrate that the existing house on the subject property has been photographed and recorded on a Maryland Inventory of Historic Properties form. The documentation shall be submitted to staff of the Historic Preservation and Public Facilities Planning Section.**
>
> This condition has not been fulfilled and will be carried over to this detailed site plan submission.

Community Planning: No major sector plan problems have been identified for this application which is limited to grading and infrastructure. The future DSP review for development on the site should ensure that all proposed buildings and landscaping will enhance the mixed-use village characteristics of the area and contribute to the site's critical role as a gateway marking the entrance into a community.

Transportation: The site plan conforms to the preliminary plan in lot layout. The ultimate development on the site is not proposed by this plan. Plans for its actual uses will be filed and reviewed in the future. Access plans will be reviewed in the future.

Subdivision: The site is the subject of approved Preliminary Plan of Subdivision 4-07057; the resolution of approval (PGCPB Resolution No. 08-51) was adopted on April 24, 2008. The preliminary plan remains valid until April 24, 2010. The resolution of approval contains 14 conditions. The following finding and condition relate to the review of this detailed site plan:

> **Finding 17. Existing Access Easement Serving Parcel 140—The subject property is encumbered by an existing recorded access easement (Liber 17172 Folio 049) serving abutting Parcel 140 to the east, zoned R-R. The driveway serving the existing dwelling on-site is also partially located within the easement benefiting Parcel 140 (the existing dwelling is to be razed). The applicant has indicated, but provided no evidence, that the owner of Parcel 140 (to the east) has agreed to abandon the access easement to allow for the development of the PB&J property as proposed. The preliminary plan labels the relocation of the sole access to Parcel 140 to be 65 feet to the east along Ritchie Marlboro Road onto Parcel 140.**
>
> **In order to develop this site as proposed, the existing access easement serving Parcel 140 should be abandoned. The location of the new**

driveway apron will require the approval of the Department of Public Works and Transportation (DPW&T) for access onto Ritchie Marlboro Road. DPW&T in their referral dated November 29, 2007, state that the "[e]xisting driveway on Lot 3 needs to be removed or relocated outside Lot 3 limits and is to remain as a right-in and right-out only access." DPW&T acknowledges that the apron will be relocated "outside" proposed Lot 3.

If the applicant is unable to demonstrate the concurrence for the removal of the access easement, the detailed site plan should be designed to ensure that the rights of the benefited property are not interrupted and there is appropriate separation between the residential access and the commercial use. In the event that the benefited property owner (Parcel 140) does not agree to the relocation (as discussed in the variation section of this report) the access will remain to serve Parcel 140. In the event that the Planning Board grants two points of access to the site from Ritchie Marlboro Road as requested by the applicant, the access easement serving Parcel 140 (Liber 17172 folio 049) to the east, unless abandoned, should be included when counting the total number of authorized points of access to Ritchie Marlboro Road. Section 24-121(a)(3) of the Subdivision Regulations does not distinguish between existing and proposed access to an arterial.

Condition 6. **Prior to the approval of the detailed site plan (DSP) the applicant shall submit evidence that the access easement (Liber 17192 Folio 049) dated April 7, 2003, that encumbers Lot 3 to serve Parcel 140 to the east has been abandoned. If the applicant is unable to obtain the abandonment, the DSP shall delineate the full extent of the easement and ensure uninterrupted access to Parcel 140. The layout shall be designed so that there will be no vehicular or pedestrian conflict between the development on Lot 3 and the use of the easement by the owners of Parcel 140.**

This condition will be carried forward as a condition of the subject DSP.

Trails: The master-plan trail proposed along Ritchie Marlboro Road has been completed in the vicinity of the subject site through the recent interchange improvements made by the Maryland State Highway Administration (SHA). This trail has been implemented as an eight-foot-wide concrete sidewalk along the frontage of the subject property. The sidewalk provides access along Ritchie Marlboro Road through the interchange. A master-plan trail/bikeway has also been implemented along the subject site's frontage of Sansbury Road. This trail/bike facility has also been implemented as an eight-foot-wide sidewalk along the frontage of the subject property. The approved Westphalia sector plan designates Ritchie Marlboro Road as a master-plan trail corridor

and Sansbury Road as a master-plan bikeway. No additional improvements are necessary along these frontages.

Internal pedestrian circulation will be addressed at the time of the appropriate detailed site plan. The conceptual pedestrian connections indicated between the three lots on the approved preliminary plan are acceptable. Primary pedestrian access in the vicinity of the subject property will be accommodated by the wide sidewalks along both Ritchie Marlboro Road and Sansbury Road.

The former Chesapeake Beach Railroad right-of-way is located along the southern edge of the subject site. This former right-of-way lies under the current Ritchie Marlboro Road and Capital Beltway interchange. Because of this, the existing sidepath/wide sidewalk along Ritchie Marlboro Road will be utilized as the trail alignment along this corridor. This sidewalk includes curb cuts and crosswalks and safely negotiates pedestrians and cyclists through the interchange.

Internal pedestrian connections will be evaluated at the time of the detailed site plan for the commercial development.

Environmental Planning: This site in the M-X-T Zone is located in the southeast quadrant of Sansbury Road and Ritchie Marlboro Road. A review of the available information indicates that streams, wetlands, 100-year floodplain, severe slopes, and areas of steep slopes with highly erodible soils are not found to occur on the property. The site is adjacent to Ritchie Marlboro Road which is a source of traffic-generated noise; however, no residential uses appear to be proposed, so the noise levels are acceptable for the proposed commercial use. The soils found to occur on this site according to the *Prince George's County Soil Survey* are in the Adelphia, Collington, Monmouth, Rumford, Sandy, and Westphalia soil series. According to available information, Marlboro clay does not occur on this property. According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on this property or on adjacent properties. There are no designated scenic and historic roads in the vicinity of this property, which is located in the Southwest Branch watershed of the Patuxent River basin and in the Developing Tier as reflected in the *Prince George's County Approved General Plan.*

a. A signed Natural Resources Inventory (NRI/120/06), which included detailed forest stand delineation (FSD), was submitted with the preliminary plan. The site contains no sensitive environmental features such as streams, wetlands, and 100-year floodplain. The FSD report describes one mature forest stand totaling 2.42 acres dominated by yellow poplar and sweetgum.

   No additional information is required regarding the natural resources inventory.

b. This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because a Type I Tree Conservation Plan, TCPI/031/07, has been approved.

This 4.49-acre property contains a total of 2.42 acres of upland woodlands. The woodland conservation threshold has been correctly calculated at 0.67 acre, or 15 percent of the net tract based on the current zoning. The plan proposes clearing of all of the woodland on-site. The total woodland conservation requirement has been correctly calculated at 1.78 acres. The plan proposes to meet the requirement by providing 1.78 acres of off-site mitigation.

The plan is inconsistent with the approved Type I Tree Conservation Plan, TCPI/031/07, because it does not preserve a woodland area to buffer the property to the south.

Because there are no sensitive environmental areas and no priority woodlands on the property and there are no adjacent large woodlands, the use of off-site woodland conservation is appropriate for this development.

c. This property is located on the south side of Ritchie Marlboro Road, a master-plan arterial roadway that has been identified as a transportation-related noise generator. The Environmental Planning Section Noise Model predicts the unmitigated 65 dBA Ldn noise contour to be approximately 155 feet from the centerline of Ritchie Marlboro Road. Because the proposed use of the site is nonresidential, noise mitigation is not required.

No additional information is required with respect to noise.

d. The site has a Stormwater Management Concept Approval Letter (38441-2006-00) and associated plan. The plan proposes an underground storage system.

No additional information is required regarding stormwater management.

Department of Public Works and Transportation (DPW&T): On May 28, 2009, the Department of Public Works and Transportation, Office of Engineering, provided a memorandum stating that the detailed site plan does not reflect the entrances/exits to or from Ritchie Marlboro Road and/or Sansbury Road, and that access to the site should be constructed as a commercial driveway apron, in accordance with the County Road Ordinance, DPW&T Specifications and Standards 200.03 and 200.04, and ADA (Americans with Disabilities Act). The memorandum also states that all improvements within the public rights-of-way, as dedicated for public use to the County, are to be in accordance with the County Road Ordinance, DPW&T specifications and standards, and ADA.

The memorandum continues to convey that street construction permits are required for improvements within public roadway rights-of-way and for the proposed private internal roadways. Maintenance of private streets is not the responsibility of DPW&T. Any proposed and/or existing master-plan roadways that lie within the property limits must be addressed through coordination between the Maryland-National Capital Park and Planning Commission (M-NCPPC) and DPW&T, and may involve rights-of-way reservation, dedication and/or road construction in accordance with DPW&T specifications and standards. Conformance with DPW&T street tree and street lighting specifications and standards is required, with lighting

fixtures to match those in existence in the area. Any new sidewalk installation is to match existing sidewalks in the area. Additionally, sidewalks must be kept open for pedestrians at all times. All stormwater management facilities/drainage systems, including recreational features and visual amenities and facilities are to be constructed in accordance DPW&T specifications and standards.

Soil Conservation: On April 8, 2009, the Prince George's Soil Conservation District provided a referral stating that it would have no comments on the subject application.

Department of Environmental Resources (DER): The M-NCPPC did not receive a referral from the Department of Environmental Resource.

Maryland State Highway Administration (SHA): A letter submitted on April 18, 2009 from SHA stated that they have completed their review of the site plan and supporting documents. SHA has no objection to Detailed Site Plan DSP-08043 approval as submitted.

Washington Suburban Sanitary Commission (WSSC): On April 14, 2009, WSSC provided comments that water is available onto the subject site and that a sewer extension will be required. Also, Project No. DA4963Z09 is an approved project within the limits of this proposed site.

Westphalia Sector Development Review Advisory Council (WSDRAC): A referral was received from the Westphalia Sector Development Review Advisory Council (WSDRAC) on June 2, 2009, which stated that WSDRAC has no comments concerning the detailed site plan.

10. As required by Section 27-285(b) of the Zoning Ordinance, this detailed site plan for infrastructure satisfies the site design guidelines as contained in Section 27-274, prevents off-site 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.

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 the Type II Tree Conservation Plan (TCP II/021/09) and further APPROVED Detailed Site Plan DSP-08043 for the above-described land, subject to the following condition:

1. Prior to certification of the DSP the following shall be completed:

   The applicant shall submit evidence that the access easement (Liber 17192 Folio 049) dated April 7, 2003 that encumbers Lot 3 to serve Parcel 140 to the east has been abandoned. If the applicant is unable to obtain the abandonment, the DSP shall delineate the full extent of the easement and ensure uninterrupted access to Parcel 140. The layout shall be designed so that there will be no vehicular or pedestrian conflict between the development on Lot 3 and the use of the easement by the owners of Parcel 140.

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 Squire, seconded by Commissioner Clark, with Commissioners Squire, Clark, Cavitt, Vaughns and Parker voting in favor of the motion at its regular meeting held on Thursday, June 11, 2009, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 9th day of July 2009.

Oscar S. Rodriguez
Executive Director

By Frances J. Guertin
Planning Board Administrator

OSR:FJG:JM:arj

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 May 19, 2016 regarding Detailed Site Plan DSP-08043-01 for Royal Farms, Sansbury, the Planning Board finds:

1. **Request:** The detailed site plan (DSP) is for a 5,166-square-foot food and beverage store and gas station on 4.48 acres of land.

2. **Development Data Summary:**

	EXISTING	**APPROVED**
Zone(s)	M-X-T	M-X-T
Use(s)	Vacant	Food and Beverage Store and Gas Station
Parcels*	3	0
Lots	0	3
Acreage	4.48	4.48
Gross Floor Area (GFA)	0	5,166 sq. ft.

Note: * The existing parcel references should be noted on the DSP.

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

Base Density Allowed	0.40 FAR
Total FAR Permitted*	0.40 FAR
Total FAR Proposed	0.03 FAR

Note: * Without optional method of development.

Parking Requirements*

Total Parking Spaces Required**	**40 Spaces**
Gas Station @1 space per employee	2 spaces
3,000 GFA @ 1 space per 150 GFA	20 spaces
3,000+ GFA @ 1 space per 200 GFA	11 spaces
Outdoor seating @ 1 space per 3 seats	7 spaces

Total Parking Spaces Provided	**53 Spaces**
Regular Spaces (9.5 ft. x 19 ft.)	51
Handicap Spaces (19 ft. x 16 ft.)	2 (van accessible)
Loading Spaces Required	**1 Space**
Loading Spaces Provided	**1 Space**

Notes: * The number of parking and loading spaces for developments in the M-X-T Zone are to be calculated by the applicant and submitted for Planning Board approval at the time of DSP, as stated in Sections 27-574 and 27-583 of the Zoning Ordinance. In this case, the applicant has chosen to provide the number of parking and loading spaces normally required under Sections 27-568 and 27-582.

** General Note 35 shall be revised to show the correct number of parking spaces required.

3. **Location:** The subject property is located in the southeast corner of the intersection of Ritchie Marlboro Road and Sansbury Road, in Planning Area 78, Councilmanic District 6. This intersection is designated by the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (Westphalia Sector Plan and SMA) as one of nine gateways into Westphalia and is proposed as the location of a mixed-use village center.

4. **Surrounding Uses:** Across Ritchie Marlboro Road to the north is land owned by the Greater Morning Star Pentecostal Church in the Townhouse (R-T) Zone. To the south is property owned by the Ritchie Baptist Church, which is zoned Mixed Use–Transportation Oriented (M-X-T) and is envisioned as a possible future component of the gateway village center. To the east of the subject property is a single-family home facing Ritchie Marlboro Road in the Rural Residential (R-R) Zone. To the west, across Sansbury Road, is a proposed townhouse and commercial component of the Westphalia Row development in the M-X-T Zone.

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

   Conceptual Site Plan CSP-07002 was approved by the District Council on November 10, 2008 (PGCPB Resolution No. 08-50) with 15 conditions.

   The site is the subject of approved Preliminary Plan of Subdivision (PPS) 4-07057; the resolution of approval (PGCPB No. 08-51) was adopted by the Prince George's County Planning Board on April 24, 2008 with 14 conditions. The PPS is valid through December 31, 2017.

   The site has a DSP for infrastructure for grading and utilities (DSP-08043) which was approved

by the Planning Board on June 11, 2009 and adopted on July 9, 2009 via PGCPB Resolution No. 09-98, with one condition.

A approved Stormwater Management Concept Letter (38411-2006-00) and associated plan were submitted with the application. The approval was issued on December 24, 2014 from the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) and is valid through May 4, 2017.

6. **Design Features:** The 4.48-acre site has a somewhat irregular rectangular shape which is comprised of three parcels. The proposed development, including access, will comprise proposed Lot 1 and a portion of proposed Lot 2. The remainder of the site is anticipated for future development. The site plan proposes a single right-in/right-out point of vehicular access along the site's frontage on Sansbury Road and two full access points along Ritchie Marlboro Road. The site plan further shows a location for potential access to the adjacent church property along the south side of the site. This potential future access should be clearly labeled on all the plans, including the tree conservation plan (TCP). The proposed site design places the gas station canopy with eight pump islands (16 fueling stations) along Ritchie Marlboro Road and the food and beverage store for the Royal Farms behind, adjacent to the access driveway from Sansbury Road. Surface parking is proposed throughout the site. A free air station is shown in the required landscape strip; it should be relocated to a location within the parking area. In addition, all references to a car wash and other facilities or elements not proposed in this DSP should be deleted from the site keynotes. Stormwater management is provided via an underground facility.

   The 5,166-square-foot retail building for the Royal Farms is designed to reflect a somewhat rural aesthetic, which is a trademark of Royal Farms. The new prototype model has been constructed throughout Maryland and, most recently, on Allentown Road in Camp Springs. A similar Royal Farms was also recently approved in Brandywine. The building design incorporates a band of composite siding at the top portion of the building, brick veneer in the middle, and stone veneer at the base of the building. The main entrance projects from the rest of the building and features two side entry points. The front elevation is accented with a shed-style roof over the main entrance supported by stone veneer and painted steel columns and topped with a cupola, and over-sized windows that help break up the horizontal mass. The rear elevation, which abuts the church property to the south, presents long uninterrupted bands of the composite siding, red brick, and stone veneer with awnings over the employee door and windows. Outdoor seating is proposed.

   Due to the high visibility of the pumps, canopy, and retail building on a corner site such as the subject site, and particularly at a Westphalia gateway location, the design of all the site plan elements is extremely important and all materials should be of high quality. The proposed exterior building materials, including stone, brick, and composite siding, are of notable quality and durability. The pumps and canopy are reflective of the architecture and materials of the main building. The Planning Board finds that, for enhanced visual interest, the flat canopy roof of the pump station should be replaced with a mansard roof similar to that provided in Camp Springs. The applicant has agreed to provide the revised roof.

Although not required, Royal Farms, as it did with its Camp Springs location, will obtain Leadership in Energy and Environmental Design (LEED) certification if the project scores high enough for certification.

Signage: The applicant is proposing a unified sign package including one 25-foot-high freestanding pylon sign, two neon-illuminated building-mounted signs (on the front and rear elevations), signage on the fueling station canopy, and a gateway monument sign. The business logo is distinctive without being excessive, incorporating only a blue "Royal" and green "Farms" on all sign types and using channel letters on the main building. The gateway sign, as currently proposed, is constructed of a combination of brick veneer and stone to match the building materials of main building, with black wrought-iron picket fencing on the top. The Planning Board finds that the applicant should revise the design and materials of the gateway monument sign to reflect the materials and design approved by Westphalia stakeholders, and as approved by the Planning Board for other areas of Westphalia, which includes a more urban pre-cast concrete and stone veneer. The applicant has also agreed to provide a stone base for the freestanding pylon sign that will complement both the building architecture and the revised gateway monument sign.

The applicant is proposing underground stormwater management facilities. As noted above, a stormwater concept plan was approved by DPIE that includes the facilities.

COMPLIANCE WITH EVALUATION CRITERIA:

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance and was found to be in compliance with those regulations.

   a. **Required Findings for Detailed Site Plans and Conceptual Site Plans in the M-X-T Zone:**

      Section 27-546(d)

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

      The purposes of the M-X-T Zone are provided for in Section 27-542 of the Zoning Ordinance. The subject DSP will be in conformance with the purposes and other provisions of the M-X-T Zone. Specifically, in accordance with Section 27-542(a)(2), this development will facilitate the development envisioned in CSP-07002 and 4-07057, and implement the recommendation of the 2007 Westphalia Sector Plan and SMA by contributing to the creation of a mixed-use community. The subject site will form part of the larger village center area, which, as a whole, will constitute a mixed-use walkable community with residential and nonresidential uses in close proximity to each other.

      (2) For property placed in the M-X-T Zone through a Sectional Map

Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;

The uses proposed on the site are consistent with those envisioned in the Westphalia Sector Plan; however, strict adherence to some guidelines and standards of the sector plan have proven challenging for the applicant. Due to the grade difference between the property and the street, it is neither feasible nor practical to locate a building along the property frontage at the intersection of Sansbury Road and Ritchie Marlboro Road. This difference in grade results in an inability to create a main street design, since the road and sidewalk sit so far below the actual property grade. Although the applicant is unable to fully achieve the original vision of the sector plan for a main street design character, they are providing a well-designed development that will still benefit the northern Westphalia community. Its design, coupled with the proposed landscaping, can be found to be in conformance with the land use recommendations and design policies/principles intended to implement the development concepts recommended by the sector plan.

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

Although the commercial building will not directly front on Sansbury Road, the development still possesses an outward orientation that will be visually-integrated with future adjacent development. The proposed development is intended to help catalyze adjacent community improvement and rejuvenation by providing convenience retail and services for the village center area.

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

The previously approved CSP and PPS anticipated this use within the Sansbury Crossing development. The design is high-quality, incorporating distinctive design elements with high-end finishes and landscaping which will result in an attractive and sustainable development compatible with existing and proposed development. It is further noted that a Royal Farms within the M-X-T Zone is a permitted use.

(5) The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;

As envisioned in the Westphalia Sector Plan, the subject property and the property to the west represent a mix of uses that will make up the village center area. The mix of uses, arrangement of structures, and other improvements reflect a cohesive development

capable of sustaining an independent environment of continuing quality and stability.

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

The applicant has not proposed a staged development. The Royal Farms development is designed to be self-sufficient, but has allowed for the effective integration of anticipated future development on Lots 2 and 3.

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

The applicant is proposing to install sidewalks along both road frontages to create a convenient pedestrian system that will be integrated into the overall village center. Internal circulation and sidewalks will contribute to a pedestrian-friendly system within the Royal Farms development and provide connectivity to future development on Lots 2 and 3. An oversized sidewalk along the front of the commercial building will accommodate outdoor seating for up to six tables, which will encourage pedestrian activity at this location.

(8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and

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

(9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from

later amending its finding during its review of subdivision plats.

The subject property was placed in the M-X-T Zone as part of the Westphalia Sector Plan and SMA process. A traffic study was approved with the original CSP-07002 and PPS 4-07057 and, in both instances, a finding of adequate transportation facilities was made. In addition, the proposed Royal Farms development will meet the trip cap approved by the CSP and PPS.

b. **Site Design Guidelines:** The applicant has proposed a site plan in accordance with Section 27-283, Site design guidelines, of the Zoning Ordinance that further cross-references the same guidelines as stated in Section 27-274 of the Zoning Ordinance, specifically in regard to parking, loading, and circulation; service areas; and lighting. Landscaping has been provided in accordance with the 2010 *Prince George's County Landscape Manual* (Landscape Manual) requirements.

c. **Signage:** The proposal includes building-mounted signs, freestanding signs, and directional signs. The signs have been reviewed for conformance with the applicable sign regulations, as follows:

(1) **Freestanding Signage**—The applicant proposes one 25-foot-high freestanding pylon sign located along Ritchie Marlboro Road. The sign has been reviewed for conformance with the requirements of Section 27-614, Freestanding Signs, of the Zoning Ordinance. As the property is not located within an integrated shopping center, one square foot of signage is permitted for each four lineal feet of street frontage, up to a maximum of 200 square feet. The subject property has approximately 666.5 linear feet of street frontage on Ritchie Marlboro Road; therefore, 166.6 square feet of freestanding signage is permitted. The Pylon Sign Table should be revised to show the correct allowable sign face area. The subject application proposes a total sign face area of 68 square feet, inclusive of two areas that are identified only as "Product Display Signage" that appear to serve as sign piers or posts that hold up the sign. The sign should be revised to incorporate a stone veneer base that complements both the main building and gateway monument sign. The detail should also indicate, more specifically, the material of the product display sign face area. In addition, the Pylon Sign Table proposed sign face area should be revised to replace "Net Proposed" with "Product Advertising" and correct the square footage for the price sign to 56 square feet, rather than 68 square feet.

(2) **Building-Mounted Signs**—The applicant proposes two building-mounted signs, which feature the business logo. The signs are proposed to be illuminated by neon. Based upon the linear feet of building width indicated on the site plan that is approximately 99.5 linear feet, the applicant is permitted 199 square feet of building-mounted signage. The proposal is within the limits outlined in the Zoning Ordinance for the front and rear signs.

(3) **Canopy Signage**—The main fueling canopy is allowed 107 square feet of sign face area based on 132 linear feet and a setback from the property line of at least 30 feet. The sign face area proposed is within the allowable limits. The percentage of total sign area for the main building and canopies combined must equal 100 percent, and this is shown correctly in the table.

(4) **Gateway Monument Sign**—The DSP shows a five-foot-high gateway monument sign located within the Sansbury Road right-of-way. Due to the difference in grade between the street and the property, the sign will sit approximately ten feet above Sansbury Road. Because of its proposed location in the right-of-way, the applicant should either relocate the sign or provide documentation from DPIE of acceptance of the proposed sign within their right-of-way. The applicant should provide calculations on the detail sheet that indicate the sign is in conformance with Part 12 of the Zoning Ordinance.

8. **Conceptual Site Plan CSP-07002:** The site is subject to CSP-07002, and the following conditions in **bold** warrant discussion.

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

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

The applicant is requesting a modification of this development standard as allowed above, "in order to accommodate a development that will be safe, efficient, aesthetically pleasing, high quality, and will serve the needs of the community without creating operational issues that would jeopardize the viability of the site." The applicant contends that the site layout proposed, which includes a gateway sign/wall along Sansbury Road, will better promote a walkable main street character, as opposed to having the back of a building sitting no less than ten feet from the sidewalk, which will be out of scale and detract from what has turned into a more residential street front, especially on the west side of Sansbury Road, pursuant to the recently approved CSP amendment. Moreover, the applicant contends that there is significant concern, both operationally and from a public safety perspective, over having gas pumps located behind a building. Locating gas pumps behind a building is contrary to Crime Prevention Through Environmental Design (CPTED) practices and could potentially encourage unwelcomed activity within the site because a building blocks the views of the pumps from the rights-of-way. For these and

other reasons provided in the record, the Planning Board finds that the requested modification is appropriate and will not detract from the character or quality of the development, as envisioned in the Westphalia Sector Plan.

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

(1) Consistency with the goals and standards of the Westphalia Sector Plan.

(2) The location of the building.

(3) The needs of the site's ultimate users.

(4) The location, size, and appearance of future corner gateway feature(s).

Given the need to ensure safe and efficient on-site circulation, and that there are no conflicts between vehicles and pedestrians, the Planning Board finds that the parking layout is consistent with the goals and standards of the Westphalia Sector Plan. No parking is proposed along the frontage of Ritchie Marlboro Road. Landscaping is proposed to screen the gas pumps under the canopy along Ritchie Marlboro Road, as well as along Sansbury Road. The applicant's proposal, subject to conditions relating to landscaping, is consistent with the intent of the Westphalia Sector Plan.

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

A request for Alternative Compliance from Section 4.6(c)(2), Buffering Development from Special Roadways, of the Landscape Manual along Ritchie Marlboro Road was recommended for approval by the Planning Director. The proposed landscaping, in conjunction with the gateway sign/wall and landscaping along Sansbury Road, will effectively screen the parking area and visually connect the site to the overall gateway center. The Planning Board concurs that the findings for alternative compliance have been met.

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

There are no drive-through kiosks, canopies, or windows proposed. The gas canopy has been designed to integrate the same materials proposed for the main building through the

use of stone veneer wrapped around the outside canopy poles that matches the stone proposed on the building. The applicant has also agreed to revise the canopy roof to better integrate the style and character of the main building.

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

The gable roof of the Royal Farms building is 32 feet in height, with the midpoint of the gable being approximately 25 feet high. The flat roof portion of the building is approximately 22 feet in height. In conjunction with the over-sized windows, some of which are bisected by canopies, these elements create a human scale, in addition to providing the appearance of a building being at least two stories in height.

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

The applicant is requesting a modification to this development standard to allow off-street parking between the building on Lot 1 and Sansbury Road. As noted previously, there are a number of challenges to locating the building along Sansbury Road. The topographical and grade issues, safety and operational issues, efficient internal circulation, and the provision of effective pedestrian connectivity to the site make locating the building along Sansbury Road impractical. The requested modification will still result in a development that is consistent with the character and quality of development envisioned by the previously approved CSP and the Westphalia Sector Plan.

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

The applicant submitted the required materials on September 9, 2008. This condition has been fulfilled.

7. At the time of detailed site plan review for the first commercial/retail building for the subject property, the site will be evaluated for conformance to the gateway design guidelines of the Westphalia Sector Plan. Review should include items such as gateway entrance features, architectural design, materials, colors, landscape palette, and streetscape features and amenities. It is anticipated that the DSP for the Westphalia Row property and the PB & J property will establish these features in conjunction with the Westphalia Gateway Subcommittee, and that the design of gateway features for both properties should be similar or complimentary to one another, dependent upon the final uses approved for each site. The applicant may be required to provide an easement for the location of a gateway feature at the Ritchie Marlboro Road and Sansbury Road.

The current application is for the former PB& J Property. Gateway signage has been evaluated for conformance with the Westphalia Sector Plan and is discussed in Finding 6 above.

9. The proposed development shall be limited to a mix of uses where the net new trips shall not exceed 207 AM and 269 PM peak-hour trips.

This proposal for a food and beverage store and a gas station with eight multi-product dispensers and a total of 16 fueling stations will generate 163 AM peak hour trips and 216 PM peak hour trips. However, when the Institute of Transportation Engineers (ITE) pass-by trip rate of 62 percent and 56 percent (AM and PM, respectively) are applied, the net new trip generation would be 62 AM peak hour trips and 95 PM peak hour trips. The Planning Board concludes that the current trip cap has not been exceeded, and further concludes that the trip cap remaining on the two adjacent lots will be 145 AM and 174 PM peak hour trips.

11. There shall be no direct access to Ritchie Marlboro Road from Lot 1.

No direct access to Ritchie Marlboro Road from the proposed Lot 1 is shown. Access to Ritchie Marlboro Road is from the proposed Lots 2 and 3.

12. Access to Sansbury Road shall be limited to a right-in right-out only.

Access to Sansbury Road is proposed to be limited to right-in/right-out only at the time the median is installed within Sansbury Road, in accordance with DPIE and/or the Prince George's County Department of Public Works and Transportation's requirements, unless otherwise modified by the permitting agency.

13. At time of detailed site plan for the first commercial/retail building, the applicant shall demonstrate that the proposed development provides a development style that is more consistent with that shown in Exhibit 19 of the public record for the 2007 Westphalia Sectional Map Amendment, conforms with and promotes policy 6 in strategy IV, and also with the vision, strategy, and design principles in the Westphalia Sector Plan concerning an attractive gateway into Westphalia.

Exhibit 19 depicts a perspective illustration of future Sansbury Road showing the main street development character referenced in the Westphalia Sector Plan. Exhibit 19 also includes a gas station and convenience store at the eastern corner of Sansbury Road and Ritchie Marlboro Road as a potential development option. The proposed gas station and food and beverage store will not create the anticipated walkable "main street" commercial contemplated by the sector plan, but nevertheless, the uses have been part of the sector plan since its adoption and the use is permitted by-right. As noted previously, the development is consistent with the vision, strategy, and design principles of the sector plan to create an attractive gateway into the Westphalia area.

14. At the time of detailed site plan for the first commercial/retail building, the applicant shall provide to the District Council, any plans or specifications that the

applicant may have, with reference to its efforts to achieve the Westphalia Sector Plan's policy goal of ensuring minority participation.

The applicant has indicated that they will continue to work on how they may include minority participation, and will continue to work with their consultants and the property owner to provide the District Council with any such plans.

15. To avoid access problems and other circulation issues, no restaurant on the subject property shall have a drive-through window or facility.

No drive-through window or facility is proposed in this DSP.

9. **Preliminary Plan of Subdivision 4-07057:** The site is subject to Preliminary Plan of Subdivision 4-07057 and the following conditions in **bold** are applicable to the DSP review. Those PPS conditions that are redundant with those in the CSP were addressed above in Finding 8.

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

The applicant submitted a Type II tree conservation plan (TCPII) which had been previously reviewed and approved with DSP-08043. All conditions of approval have been addressed.

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

General Note 17 on the DSP should be revised to reflect the Stormwater Management Concept Plan as 38441-2006-02, which is valid until May 4, 2017.

6. Prior to the approval of the detailed site plan (DSP) the applicant shall submit evidence that the access easement (Liber 17192 Folio 049) dated April 7, 2003, that encumbers Lot 3 to serve Parcel 140 to the east has been abandoned. If the applicant is unable to obtain the abandonment, the DSP shall delineate the full extent of the easement and ensure uninterrupted access to Parcel 140. The layout shall be designed so that there will be no vehicular or pedestrian conflict between the development on Lot 3 and the use of the easement by the owners of Parcel 140.

This condition was fulfilled prior to certification of DSP-08043.

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

No direct access to Ritchie Marlboro Road from Lot 1 is shown. The DSP should reflect that direct vehicular access from Lots 2 and 3 to Ritchie Marlboro Road is limited to two driveways and that the third driveway no longer exists. The DSP will be in conformance with the applicable conditions of the PPS subject to the conditions of the approval of this application.

10. **Detailed Site Plan DSP-08043:** Detailed Site Plan DSP-08043 was for infrastructure only and there were no conditions of approval relevant to this DSP application.

11. **2010 Prince George's County Landscape Manual:** The site plan is subject to the following sections of the 2010 *Prince George's County Landscape Manual*: Section 4.2, Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6(c)(2), Buffering Development from Special Roadways; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements.

    a. **Section 4.2, Landscape Strips Along Streets—**The applicant is proposing ornamental trees in substitution of the required amount of shade trees along Sansbury Road. Because there are no overhead wires or other utilities necessitating the need for the substitution, the applicant is required to provide the required number of shade trees along this roadway frontage in accordance with this section. A condition is included in the approval of this application.

    b. **Section 4.3, Parking Lot Requirements—**The site plan shows conformance with the interior planting requirements for parking lots over 7,000 square feet.

    c. **Section 4.4, Screening Requirements—**The site plan shows a screened dumpster at the eastern portion of the site which is acceptable. A loading space is proposed to be located just north and east of the main building in the front parking area. The loading space should be relocated and screened so that it is not visible from any roadway, in accordance with this section. A condition is included in the approval of this application.

    d. **Section 4.6(c)(2), Buffering Development from Special Roadways—**The applicant has filed a request for Alternative Compliance from Section 4.6(c)(2), Buffering Development from Special Roadways, along historic Ritchie Marlboro Road because the full required buffer width has not been provided and plantings are located within a public utility easement (PUE) adjacent to the right-of-way.

    Section 4.6, Buffering Development from Special Roadways:

    REQUIRED: Section 4.6 (c)(2) Buffering Development from Special Roadways, along Ritchie Marlboro Road

Length of bufferyard:	238 feet
Minimum bufferyard width:	(outside the public utility easement) 20 feet
Plant Units (80 per 100 linear feet):	191

PROVIDED: Section 4.6(c) Buffering Development from Special Roadways, along Ritchie Marlboro Road

Length of bufferyard:	238 feet
Bufferyard width:	(including public utility easement) 14.7–25.8 feet
Plant Units:	191

Justification
The applicant does not meet the strict requirements of Section 4.6 (c)(2), Buffering Development from Special Roadways, along the entire length of frontage on the historic Ritchie Marlboro Road because the full required buffer width has not been provided and plantings are located within a PUE adjacent to the right-of-way. The applicant justifies this arrangement because Ritchie Marlboro Road, which is a six- to eight-lane arterial roadway, has no historic or scenic features remaining along this length. The subject property also has an existing Washington Suburban Sanitary Commission (WSSC) sanitary sewer easement that limits the area for planting. The full quantity of required plant materials is provided. It appears that the primary reasons for the reduced bufferyard are the PUE encumbrances, ensuring visibility for a proposed freestanding sign, and to accommodate truck turning movements. The application is supportable if certain conditions of approval are adopted to mitigate the reduced bufferyard width along the right-of-way.

The Alternative Compliance Committee found that the purpose of Section 4.6, Buffering Development from Special Roadways, is to "Provide an attractive view of development from streets and special roadways by buffering those developments with appropriate landscaping." Given the provision of the required amount of plants and the variable bufferyard width, which ranges from 14.7 feet to 25.8 feet wide, the Planning Board finds the applicant's proposed alternative compliance measures to be equally effective as normal compliance with Section 4.6 of the Landscape Manual. However, prior to certification, the applicant should revise the plan to relocate as much of the plant material outside of the PUE as is feasible; remove any trees currently proposed within the WSSC easement, and adjust the quantity of the plantings, as needed, to accomplish the full number of required plant units; and provide two additional species of ornamental trees for greater species diversity.

e. **Section 4.7, Buffering Incompatible Uses—**The applicant is providing the correct number of plant units in fulfillment of this requirement; however, the proposed trees should be staggered to provide a more natural appearance that blends with the existing trees on the adjacent property. A condition is included in the approval of this application.

f. **Section 4.9, Sustainable Landscape Requirements—**The submitted plans demonstrate conformance with Section 4.9 by providing 100 percent native species. The applicant has provided the required number of native species.

12. **Prince George's County Woodland Conservation and Tree Preservation Ordinance—**This property is subject to the provisions of the Prince George's County Woodland Conservation and Tree Preservation Ordinance because Type I and Type II Tree Conservation Plans (TCPI-03107 and TCPII-21-09) have been approved. The applicant has submitted a copy of the currently approved Type II Tree Conservation Plan (TCPII-21-09).

This 4.49-acre property contains a total of 2.42 acres of upland woodlands. The woodland conservation threshold has been correctly calculated at 0.67 acre, or 15 percent, of the net tract based on the current zoning. The plan shows clearing of all of the woodland on-site. The total woodland conservation requirement has been correctly calculated at 1.78 acres. The plan proposes to meet the requirement by providing 1.78 acres of off-site mitigation. The site has been approved for permits and has been cleared in accordance with the current approved TCPII. General Note 28 should be revised to accurately reflect the correct TCPII number.

The landscape plan submitted with the DSP proposes a straight hedgerow of 12 shade trees. This proposed planting is approximately 40 feet in width, which is consistent with the woodland buffer width shown on the initial TCPI. As noted above, the applicant should stagger the proposed trees along the southern landscape bufferyard to better reflect natural landscaping and to blend with the existing trees on the adjacent property.

No additional information is required with regard to woodland conservation.

13. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

a. **Community Planning—**The following summarized comments are provided.

Plan Prince George's 2035 Approved General Plan—The property is within a Future Land Use Category of Mixed-Use in the *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035). Mixed-use is described as areas of various residential, commercial, employment, and institutional uses. Mixed-use areas may vary with respect to their dominant land uses, whereby, commercial uses may dominate in one mixed-use area and residential uses may dominate in another.

2007 Westphalia Sector Plan and Sectional Map Amendment—The application is in conformance with the land use recommendations and design policies and principles intended to implement the development concepts recommended by the 2007 *Westphalia Approved Sector Plan and Sectional Map Amendment* (sector plan).

The proposed Royal Farms project is located in a designated mixed-use activity center at the northern gateway to the sector plan along a local street (Sansbury Road) and an arterial highway (Ritchie Marlboro Road), close to an interchange for the Capital Beltway (I-95/495). A Conceptual Site Plan (CSP-07002) was approved by the Planning Board for the entire 4.48-acre property in 2008 and envisioned a pharmacy, service

station, bank, restaurant, or retail store on three commercial pad sites. The Westphalia Sector Plan envisioned this mixed-use activity center as having a main street development character (see Sector Plan Illustration 5 on page 29). The design principles on page 30 of the plan called for developing distinct, high-quality, walkable, mixed-use and "main street" commercial development areas. Illustration 5 in the sector plan is taken directly from Exhibit 19, which was referenced on page 16 of the County Council resolution that adopted the Westphalia Sector Plan and SMA (CR-02-2007). The exhibit graphically depicts a perspective of future Sansbury Road (see page 10 of Exhibit 19) showing the main street development character referenced in the Westphalia Sector Plan. Exhibit 19 also depicts a gas station and convenience store at the eastern corner of Sansbury Road and Ritchie Marlboro Road (see page 11 of Exhibit 19) as a potential development option. Although the proposed development will not create the anticipated walkable main street character contemplated by the sector plan, the gas station and food and beverage store have been envisioned in the sector plan since its adoption in 2007 and the use is permitted by-right.

Westphalia Gateway—This project is located within a designated "gateway" in the Westphalia Sector Plan. The plan establishes the intersection of Ritchie Marlboro Road and Sansbury Road as one of the gateways entering the Westphalia community. Gateways require compliance with design principles aimed at distinguishing and delineating them as attractive entrances into the sector. The gateway design principles from the Westphalia Sector Plan (page 32) include the following:

Policy 7—Gateways, Design Principles

Design designated gateways to include at least the following design elements:

- **Landmark elements such as entrance signage, artwork, monuments constructed on features such as stone or masonry, decorative columns, water features, or clock towers.**

- **Landscape design including both softscape and hardscape elements.**

- **Resting and recreational facilities, information kiosks, or other amenities as appropriate.**

The design of buildings, landscaping, signs, and any special features along the Ritchie Marlboro Road frontage, as well as Sansbury Road, are critical to the image of Westphalia that will be portrayed at this northern entryway. Stakeholders in the Westphalia sector have been working together for several years to provide for gateway signage design that can be used at all gateway locations. The applicant has shown a gateway sign that includes stone and brick veneer to match the architecture of the proposed store. The gateway sign design that was agreed upon by Westphalia stakeholders includes a bronze logo, stone veneer, and pre-cast concrete panels. It is important to maintain consistency across the ten gateways, therefore, the brick should be

eliminated in place of stone veneer and pre-cast concrete. A rendering of the selected gateway signage by Land Design and a sign detail from DSP-08039-08 is attached to the Community Planning referral for reference.

Additional Gateway Design Recommendations—The Planning Board finds that several additional design revisions along the northern Westphalia gateway should be incorporated, as follows:

(1) The applicant proposes a pylon gas sign on the northeast side of the site near the entrance on Ritchie Marlboro Road. In keeping with the design intent of the Westphalia Gateway, the existing pylon sign should be revised to include a stacked stone base that matches the stacked stone on the building and gateway monument sign. This would be similar to the sign at the Camp Springs store, which was constructed with a brick base instead of stone.

(2) Re-create the gas canopy roof design that was constructed in Camp Springs.

(3) The existing eight-foot wide sidewalk along Sansbury Road is proposed to be removed and rebuilt as five feet. While space for the sidewalk may be limited, provide more than five feet where achievable.

The above conditions are included in the approval of this application.

Section 27-546(d)(2) of the Zoning Ordinance requires that, for property placed in the M-X-T Zone through an SMA approved after October 1, 2006, the proposed development should be in conformance with the design guidelines or standards intended to implement the development concept recommended by the master plan, sector plan, or SMA zoning change. Although the applicant has not fully achieved the original vision of the sector plan for main street design character, the applicant has provided a well-designed food and beverage store and gas station at the northern Westphalia gateway, a use that was contemplated in Exhibit 19 of the Westphalia Sector Plan and SMA. In addition, the applicant has incorporated a Westphalia gateway feature into their site, becoming only the second applicant to do so.

b. **Subdivision—**This property is the subject of PPS 4-07057, which was approved by the Planning Board on April 3, 2007 (PGCPB Resolution No. 08-51) and is valid through December 31, 2017. The property is not platted and will need to complete a final plat approval subsequent to this DSP approval, prior to the PPS expiration date of December 31, 2017. The PPS was approved for 3 lots and 20,000–30,000 square feet of commercial/retail. Any additional development will require a new PPS. Subject to the conditions included in the approval of this application, the DSP was found to be in substantial conformance with the approved PPS.

c. **Environmental Planning—**The project is not subject to the current regulations of Subtitles 24 and Subtitle 25 of the Prince George's County Code because the associated

PPS was approved prior to September 1, 2010.

Site Description
This 4.49-acre site in the M-X-T Zone is located in the southeast quadrant of Sansbury Road and Ritchie Marlboro Road. A review of the available information indicates that streams, wetlands, 100-year floodplain, severe slopes, and areas of steep slopes with highly erodible soils are not found to occur on the property. The site is adjacent to Ritchie Marlboro Road, which is a source of traffic-generated noise; however, no residential uses appear to be proposed, so the noise levels are acceptable for the proposed commercial use. The soils found to occur on this site, according to the *Prince George's County Soil Survey,* are in the Adelphia, Collington, Monmouth, Rumford, Sandy, and Westphalia soil series. According to available information, Marlboro clay does not occur on this property. According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on this property or on adjacent properties. There are no designated scenic and historic roads in the vicinity of this property, which is located in the Southwest Branch watershed of the Patuxent River basin and in Environmental Strategy Area 2, as reflected in Plan Prince George's 2035.

Natural Resources Inventory
The site has an approved Natural Resources Inventory (NRI-120-06) that is now expired. The NRI shows that the site contains no sensitive environmental features such as streams, wetlands, and 100-year floodplain. A revision to the NRI is not required at this time because the site is grandfathered for this DSP. A revised NRI may be required for stormwater management approval at the discretion of DPIE. No additional information is required regarding the NRI.

Woodland Conservation
This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because Type I and Type II Tree Conservation Plans (TCPI-031-07 and TCPII-21-09) have been approved. The applicant has submitted a copy of the currently approved Type II Tree Conservation Plan (TCPII-21-09).

This 4.49-acre property contains a total of 2.42 acres of upland woodlands. The woodland conservation threshold has been correctly calculated at 0.67 acre, or 15 percent, of the net tract based on the current zoning. The plan shows clearing of all of the woodland on-site. The total woodland conservation requirement has been correctly calculated at 1.78 acres. The plan proposes to meet the requirement by providing 1.78 acres of off-site mitigation. The site has been approved for permits and has been cleared in accordance with the current approved TCPII. The landscape plan submitted with the DSP proposes the planting of a straight hedgerow of 12 shade trees. This proposed planting is approximately 40 feet in width, which is consistent with the woodland buffer width shown on the initial TCPI. The applicant should stagger the proposed trees shown on the landscape plan to appear more like natural landscaping to blend with the existing trees on the adjacent property.

Noise
This property is located on the south side of Ritchie Marlboro Road, a master plan arterial roadway that has been identified as a transportation-related noise generator. The Environmental Planning Section Noise Model predicts the unmitigated 65 dBA Ldn noise contour to be approximately 155 feet from the centerline of Ritchie Marlboro Road. Because the proposed use of the site is nonresidential, noise mitigation is not required. No additional information is required with respect to noise.

Stormwater Management
The site has an approved Stormwater Management Concept Letter (38441-2006-02) for a plan that proposes an underground storage system. No additional information is required regarding stormwater management.

d. **Transportation—**The Planning Board reviewed the DSP with respect to conformance with the transportation-related conditions for the approved PPS (which were also conditions for the CSP) and concluded that adequate transportation facilities will exist to serve the proposed development.

e. **Trails—**The Planning Board reviewed the DSP for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and/or the appropriate area master/sector plan, in order to implement planned trails, bikeways, and pedestrian improvements. The following summarized comments are provided.

The site is within the MPOT and the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (area sector plan). Two master plan trails are in the vicinity of the subject site. Both the MPOT and the area sector plan recommend shared use paths along Ritchie Marlboro Road and Sansbury Road. The trail along Ritchie Marlboro Road has been completed along the south side of the road for approximately 3,600 linear feet in the vicinity of the Capital Beltway (I-95/495) interchange, including the frontage of the subject site. This trail provides bicycle and pedestrian access under the Beltway. Both the MPOT and the area sector plan designate Sansbury Road as a master plan bikeway. This has been implemented as an eight-foot-wide sidewalk (or sidepath) along the east side of Sansbury Road, including the frontage of the subject site.

The MPOT includes several policies related to pedestrian access and the provision of sidewalks. The Complete Streets section includes the following policies regarding sidewalk construction and the accommodation of pedestrians and provision of complete streets:

> **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.

The master plan trail along Ritchie Marlboro Road will be retained as the subject site is improved. However, the DSP shows the sidewalk along the frontage of Sansbury Road as being narrowed from eight to five feet. This is due to the reconfiguration of the Ritchie Marlboro Road and Sansbury Road intersection. Also, it should be noted that an eight-foot-wide sidewalk has been approved for construction on the west side of the road, across from the subject site, for the Westphalia Row development, resulting in the relocation of the master plan trail from the east to the west side of the road. The Planning Board supports this revision, although the width of the sidewalk on the Royal Farms site should be maximized to the extent that the right-of-way allows. A small amount of bicycle parking should be provided on the site.

The applicant has agreed to revise the plans to show a seven-foot-wide hiker/biker path along the site's frontage on Sansbury Road. The conditions referenced above are included the approval of this application.

f. **Historic Preservation—**The DSP will have no effect on historic resources.

g. **Archeological Review—**A Phase I archeological survey was not recommended for this property. It was also noted that Condition 14 of PGCPB Resolution No. 08-51 below has been fulfilled.

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

The applicant submitted the required materials on September 9, 2008.

h. **Permits—**Permit review comments have either been addressed in revised plans or in conditions included in the approval of this application.

i. **Department of Permitting, Inspections and Enforcement (DPIE)—**In a memorandum dated May 2, 2016, DPIE provided comments on issues such as frontage improvements; access points; sight distance; Americans with Disabilities Acts (ADA) requirements; sidewalks, trails and bike lanes; easements; storm drainage systems and facilities; street trees and lighting; and coordination of utilities. DPIE further stated that the DSP is exempt from Environmental Site Design standards, as long as stormwater management facilities are constructed prior to May 4, 2017.

j. **Prince George's County Health Department—**In a memorandum dated April 25, 2016,

the following comments were provided. The Environmental Engineering/Policy Program of the Health Department has completed a health impact assessment review of the DSP submission for Royal Farms and has the following comments and recommendations:

(1) The applicant must submit plans for the proposed food facility and apply to obtain a Health Department Food Service Facility permit through the Department of Permitting, Inspections and Enforcement (DPIE).

This comment has been transmitted to the applicant.

(2) No construction noise should be allowed to adversely impact activities on adjacent occupied properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

A note should be provided on the DSP indicating the applicant's intent to conform to the construction activity noise control requirements as specified in Subtitle 19 of the County Code.

(3) During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent occupied 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.

A note should be provided on the DSP indicating the applicant's intent to conform to the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control requirements.

(4) The applicant should assure that all sources of air pollution have been registered with the Maryland Department of the Environment, Air and Radiation Management Administration. Such sources include gasoline underground storage tanks, degreasing tanks and paint spraying operations.

This comment has been transmitted to the applicant.

k. **Prince George's County Fire/EMS Department—**The Fire Department did not offer comments on the subject application.

l. **Prince George's County Police Department—**The Police Department did not offer comments on the subject application.

m. **Maryland State Highway Administration (SHA)—**SHA did not offer comments on the subject application.

n. **Washington Suburban Sanitary Commission (WSSC)—**In an e-mail dated April 8, 2016, WSSC stated that water is available onto the subject site and provided standard comments regarding coordination with other buried utilities, forest conservation easements, and construction standards.

o. **Westphalia Sector Development Review Advisory Council (WSDRAC)—**In an e-mail dated April 27, 2016, the WSDRAC indicated that, although they do not take exception to the DSP, they have some concerns regarding congestion along Ritchie Marlboro Road, which is a major access point into the site. They further expressed the hope that corrective actions would be taken if this becomes an issue in the future.

14. As required by Section 27-285(b)(1) of the Zoning Ordinance, the Planning Board finds that this DSP satisfies the site design guidelines as contained in Section 27-274, prevents off-site 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.

15. As required by Section 27-285(b)(2) of the Zoning Ordinance, this DSP is also in general conformance with the approved CSP.

16. Section 27-285(b)(4) of the Zoning Ordinance provides the following required finding for approval of a DSP:

> **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).**

No impacts to regulated environmental features are proposed with this application. All impacts were previously approved with CSP-07001, PPS 4-07038, and DSP-08043 for 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 the Type II Tree Conservation Plan, TCPII-021-09-01, and APPROVED Alternative Compliance AC-16003, and further APPROVED Detailed Site Plan DSP-08043-01 for the above-described land, subject to the following condition:

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

   a. Revise General Note 28 to accurately reflect the correct Type II tree conservation number.

   b. Revise General Note 35 to show the correct number of parking spaces.

c. Provide the dimensions from the property line to the interior curb on all plans.

d. Provide a ten-foot-wide public utility easement adjacent to the public rights-of-way.

e. Provide two additional species of ornamental trees that thrive in full sun along the roadways.

f. Label the width of the Section 4.6 bufferyard on the plan.

g. Provide the required number of shade trees along the frontage of Sansbury Road in accordance with Section 4.2 of the 2010 *Prince George's County Landscape Manual*.

h. The landscape plan shall show the proposed trees within the southern Section 4.7 landscape buffer staggered to look more natural and blend with the existing trees on the adjacent property.

i. Relocate as many of the plant units as feasible outside of the public utility easement.

j. Relocate the loading area and provide screening so that it is not visible from any roadway, in accordance with Section 4.4 of the 2010 *Prince George's County Landscape Manual.*

k. Move the proposed trees completely from the Washington Suburban Sanitary Commission easement and provide a reconfiguration and adjustment to the quantity of the plantings, as needed, to accomplish the full number of required plant units of the Section 4.6 buffer.

l. Show a bicycle rack accommodating a minimum of five bicycle parking spaces at a location convenient to the building entrance. The location of the rack shall be marked and labeled on the plans with details provided.

m. Remove all structures that have been razed on the subject property from the plans.

n. Label the dimensions and setbacks of all the structures on all plans.

o. Delete the abandoned access easement shown on the plan that previously encumbered Lot 3.

p. Replace the pylon sign with a ground-mounted sign with a stone base that matches the stacked stone on the building and gateway monument sign.

q. The gas canopy roof design shall include a mansard roof.

r. Provide a note on the plans indicating intent to conform to construction activity dust

control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

s. Provide a note on the plans indicating intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

t. The DSP and Type II tree conservation plan shall reflect the future potential access to the south in conformance with Preliminary Plan of Subdivision 4-07057.

u. The modification to the existing eight-foot-wide sidewalk along the subject site's frontage along Sansbury Road shall retain the maximum width that can be accommodated over five feet within the dedicated right-of-way, subject to the approval of the Prince George's County Department of Permitting, Inspections and Enforcement.

v. The air station shall be relocated to a location within the parking area.

w. All references to a car wash and other facilities or elements not proposed in this DSP shall be deleted from the site keynotes.

x. The Pylon Sign Table proposed sign face area shall be revised to replace "Net Proposed" with "Product Advertising" and correct the square footage for the price sign to 56 square feet, rather than 68 square feet.

y. The applicant shall either relocate the gateway monument sign along Sansbury Road or provide documentation from the Prince George's County Department of Permitting, Inspections and Enforcement to allow the proposed sign within their right-of-way.

z. Calculations shall be provided for height and sign face area on the detail sheet that indicate that the gateway monument sign is in conformance with Part 12 of the Prince George's County Zoning Ordinance.

aa. The current parcel references shall be provided in the General Notes.

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, and Hewlett voting in favor of the motion, and with Commissioners Bailey and Shoaff absent at its regular meeting held on Thursday, May 19, 2016, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 9th day of June 2016.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

PCB:JJ:CF:rpg

Additional Back-up

For

DSP-24017
DUNKIN AT SANSBURY CROSSING

TO: Prince George's County Planning Board
FROM: Little Washington Civic Association
DATE: February 27, 2026
RE: DSP-24017 Dunkin at Sansbury Crossing

Dear Members of the Planning Board,

The Little Washington Civic Association is writing to express our support for Detailed Site Plan, DSP-24017 Dunkin' at Sansbury Crossing for the development of a Dunkin' donut shop with drive-through service on Ritchie-Marlboro Road.

We believe this project will bring a positive benefit to the community by providing a convenient commercial option for both residents and commuters who travel along the White House Road and Ritchie Marlboro Road corridors enroute to and from the Capital Beltway.

It is our understanding that drive-through service is an essential feature of many prospective tenants' business models, offering a fast and efficient option for patrons who place mobile orders or prefer quick service. The site plan thoughtfully addresses traffic flow with a well-designed ingress and egress from both Sansbury Road and Ritchie Marlboro Road, helping to prevent vehicle queuing on public roads.

The location of this project—strategically positioned among major roadways and within a mixed-use zone—makes it an ideal site for this type of development, especially given its proximity to residential neighborhoods, commercial centers, and houses of worship.

Thank you for your attention and for considering the Little Washington Civic Association's endorsement of this application.

Sincerely,

Melvin P. Henderson Sr.

Melvin P. Henderson Sr.
President
Little Washington Civic Association

TO: Prince George's County Planning Board
FROM: Greater Morning Star Church
DATE: February 26, 2026
RE: DSP-24017 Dunkin' at Sansbury Crossing

Dear Members of the Planning Board,

Greater Morning Star Church is writing to express our support for Detailed Site Plan, DSP-24017 Dunkin' at Sansbury Crossing for the development of a Dunkin' donut shop with drive-through service on Ritchie-Marlboro Road.

We believe this project will be a welcome addition to the community, offering a convenient commercial amenity for residents and commuters who travel along the White House Road and Ritchie Marlboro Road corridors to and from the Capital Beltway.

Drive-through service has become an integral part of many modern business models, offering convenience to busy customers who utilize mobile ordering and seek fast, efficient service. The proposed site plan presents a well-considered design, with clear ingress and egress points from both Sansbury Road and Ritchie Marlboro Road to help avoid vehicle queuing on public roads.

The strategic location of this development—situated near major roadways and within a mixed-use zone—makes it well-suited for this type of project. Its proximity to residential neighborhoods, commercial establishments, and religious institutions further supports its appropriateness and potential to serve the community effectively.

Thank you for your time and consideration of Greater Morning Star Church's endorsement of this project.

Sincerely,

Bishop Charles E. Johnson, Sr.
Senior Pastor
Greater Morning Star Apostolic Ministries

SARAH HOLLAND CHRISMAN

Local Address: 16033 Winburn Dr, Sarasota, FL, 34240
Email: SChrisman@QSRandR.com Cell: 774.392.0145

SUMMARY

Design professional with seventeen years of experience successfully transforming concepts into realized projects across diverse markets throughout the United States.

QUALIFICATIONS

Foodservice Design
Brand Identity
Project Planning and Management
egulatory Analysis & Compliance
Construction Documentation
Construction Administration
Autocad & Revit

EMPLOYMENT

QSR and R, LLC January 2017 - Present

Director of Design
Lead a team of project managers to carry out individual and corporate directives. Ensure adherence to prototypes for multiple brands and across wide array of projects. Collaborate with national franchises on design guidance and implementation. Partner with multiple emerging brands to transform a nascent concept into a replicable identity.

Project Manager
Engaged with clients to determine needs and desires. Balanced client direction with social, environmental, and regulatory considerations. Completed code review, managed production of construction documents, and coordinated all disciplines to create a cohesive set of drawings. Carried projects through the permit process from submission to issuance.

Architectural Drafter
Assisted with schematic and design development drawings and produced detailed construction documents for a variety of commercial restaurant and retail projects.

SPH Designs March 2010 – January 2017
Founder, Principal
Established sole proprietorship to provide various interior and graphic design services, such as
architectural drafting, conceptual/schematic design, and print and web media. Clients included small businesses, architects, and high-end property owners.

Cornell Cooperative Extension of Rockland June - September 2009
Freelance Designer
Created four conceptual drawings of proposed LEED Gold educational facility as marketing materials to show potential investors. Drawings were based on preliminary programming requirements and the executive director's aesthetic preferences.

James D. Smith Architects June 2007 - August 2008
Architectural Intern
Most architectural drafting consisted of corporate food chain design. Constructed reflected ceiling, electrical, plumbing, and equipment pans as well as interior and exterior elevations while communicating directly with franchisees and CMs. Also performed various secretarial duties.

EDUCATION

Cornell University, College of Human Ecology, Ithaca, NY. Graduated May 2009
Bachelor of Science in Interior Design

Lenhart Traffic Consulting, Inc.

Traffic Engineering & Transportation Planning

MICHAEL M. LENHART, P.E., P.T.O.E.

PRESIDENT

Mike Lenhart is a professional traffic engineer with over 28 years of combined technical and academic experience. Responsibilities with the firm include, but are not limited to, proposal preparation, various traffic engineering and managerial tasks in the areas of traffic impact analysis, traffic safety studies, and transportation planning, as well as providing expert witness testimony at public hearings and community meetings.

Mr. Lenhart has worked as a transportation professional in the private sector since 1999 and has provided traffic engineering and transportation planning services for over one thousand projects in numerous jurisdictions across Maryland. Previously, Mr. Lenhart served as the Chief of the Engineering Access Permits Department for the Maryland State Highway Administration (SHA). During his tenure at the SHA, Mr. Lenhart also served as the Traffic Engineer overseeing Southern Maryland. During his career, he has performed various traffic engineering tasks, including traffic signal design, highway and intersection capacity analysis, maintenance and protection of traffic design, and transportation planning. He has also participated in engineering training programs and researched transportation related topics.

Job History

2005 - Present
President – Lenhart Traffic Consulting, Inc.

2002 - 2005
Senior Project Manager - The Traffic Group, Inc.

2000 – 2002
Independent Consultant - The Traffic Group, Inc.

1999 - 2000
Senior Associate - The Traffic Group, Inc.

1998 – 1999
Division Chief – Engineering Access Permits
Maryland State Highway Administration

1990 - 1998
Traffic Engineer
Maryland State Highway Administration

Educational Background

- *Bachelors of Science in Civil Engineering -1990 (U of MD @ College Park)*
- *Masters of Science in Traffic Engineering& Transportation Planning -1998 (U of MD @ College Park)*

Affiliations

- Registered Professional Engineer (P.E.) – MD, DE
- Professional Traffic Operations Engineer (PTOE) - ITE
- Member ITE

Places where Mr. Lenhart has testified as an expert witness

Allegany County – Board of Appeals, Planning Commission
Annapolis - Planning Commission, Board of Appeals
Anne Arundel County – Board of Appeals, Administrative Hearing Officer
Baltimore County – Zoning Commissioner, Planning Board
Calvert County – Planning Commission, Board of Appeals, County Commissioners
Carroll County – Board of Zoning Appeals; Planning Board
Charles County – County Commissioners, Circuit Court, Board of Appeals, Planning Commission, Town of LaPlata Planning Commission, Town Council, Board of Appeals
City of Frederick – Planning Commission
Frederick County – Planning Commission, County Commissioners
Harford County – Circuit Court
Prince George's County – District Council, Planning Board, Zoning Examiner, Bowie City Council & Planning Commission, City of Laurel

Montgomery County – Planning Board, Zoning Examiner
Queen Anne's County – Planning Commission
St. Mary's County – Planning Commission; County Commissioners
Sussex County, DE – Planning Commission, Board of County Commissioners
Talbot County – Planning Commission
Town of Leesburg, VA – Planning Commission
Washington County – Board of County Commissioners
Worcester County – Planning Commission

MARYLAND STATE HIGHWAY ADMINISTRATION-ENGINEERING SERVICES, DISTRICT 5
High Accident Sections
Traffic Safety Studies
Traffic Signal Warrant Studies
Highway Design Consultation
Project Planning Consultation
Traffic Impact Study Review

Lenhart Traffic Consulting, Inc.
645 Baltimore Annapolis Blvd, Suite 214
Severna Park, MD 21146

Phone (410) 216-3333
Fax (443) 782-2288
email: mlenhart@lenharttraffic.com

RESUME OF KEY PERSONNEL FOR DSP-24017 (DUNKIN')

12. NAME	13. ROLE IN THIS CONTRACT	25. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
MILTON PEREZ	**PROJECT MANAGER**	27	23

15. FIRM NAME AND LOCATION *(City and State)*

Capitol Development Design, Inc.
4600 Powder Mill Road
Suite 200
Beltsville, MD 20705

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
A.S./1996 Architectural Technology Montgomery College B.S. / 1999 / Bachelor of Science/Landscape Design – University of Maryland	Forest Conservation Qualified Professional in the State of Maryland COMAR 08.19.06.01

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Mr. Perez has over 27 years of experience in environmental planning, urban planning, landscape architecture, and client management. His responsibilities include conducting feasibility studies; preparing conceptual and final designs; developing environmental documentation; performing urban planning studies; preparing landscape plans; managing projects; and conducting site inspections and punch list reviews. Mr. Perez specializes in urban design, environmental applications, and residential and commercial land development projects. He has extensive experience in the preparation of environmental documents, site and conceptual plans, forest conservation plans, feasibility studies, grading plans, landscape designs, and preliminary and detailed site plans. He also represents the firm before various agencies and public forums.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(10) YEAR ONGOING	
Metro City *Prince George's County, MD*	PROFESSIONAL SERVICES 2016-2026	CONSTRUCTION *(If Applicable)* Ongoing
(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE	**[X]** Check if project performed with current firm	

Project Manager. He is in charge of preparing conceptual plans, preliminary plans, forest conservation plans, site grading design, and urban planning studies. He has also assisted in and co-managed the preparation of stormwater management plans, sediment and erosion control plans, and water and sewer design. In addition, Mr. Perez was responsible for designing, managing, and supervising the various stages of the Development Review Division at the County agency, ensuring compliance with applicable regulations and coordinating reviews across multiple departments.

b.

(1) TITLE AND LOCATION *(City and State)*	(4) YEARS COMPLETED	
Murch Elementary School *Washinton, DC*	PROFESSIONAL SERVICES 2015-2019	CONSTRUCTION *(If Applicable)* 2019
(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE	**[X]** Check if project performed with current firm	

Project Manager. He was responsible for the urban planning and site design for the school project. The scope of work included site layout and grading design, stormwater management, storm drain design, water and sewer design, and erosion and sediment control plans. His responsibilities also extended through the construction phase, including construction administration, site inspections, preparation of as-built drawings, and punch list coordination to ensure compliance with approved plans and project specifications.

d.

(1) TITLE AND LOCATION *(City and State)*	(1) YEARS COMPLETED	
Capital View Library *Washington DC.*	PROFESSIONAL SERVICES 2017-2018	CONSTRUCTION *(If Applicable)* 2018
(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE	**[X]** Check if project performed with current firm	

Project Manager. He was responsible for the urban planning and site design for the library project. The scope of work included site layout and grading design, stormwater management, storm drain design, water and sewer design, and erosion and sediment control plans. His responsibilities also extended through the construction phase, including construction administration, site inspections, preparation of as-built drawings, and punch list coordination to ensure the project was completed in accordance with the approved plans and specifications.

e.

(1) TITLE AND LOCATION *(City and State)*	(1) YEARS COMPLETED	
IRS National Headquarters *Prince George's County, MD*	PROFESSIONAL SERVICES 2014-2015	CONSTRUCTION *(If Applicable)* 2014-2015
(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE	**[X]** Check if project performed with current firm	

Project Manager. He was responsible for the landscape and hardscape design of multiple bioretention and stormwater management facilities. His scope of work included project management, grading design, preparation of construction cost estimates, and assistance with processing contractor submittals. His responsibilities also included the preparation and submission of as-built documentation associated with the projects to ensure compliance with approved plans and regulatory requirements.

f

(1) TITLE AND LOCATION *(City and State)*	(6) YEARS COMPLETED	
The Turkish American Community Center *Lanham , MD*	PROFESSIONAL SERVICES 2009-2015	CONSTRUCTION *(If Applicable)* 2013-2015
(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE	**[X]** Check if project performed with current firm	

Project Manager. He was responsible for site planning, landscape architecture, and urban planning for the project. The scope of work included preparation of the Natural Resource Inventory (NRI), Forest Conservation Plans, Landscape Plans, and Hardscape Plans. His services also extended through the construction phase and included site inspections, construction administration, preparation of as-built drawings, and punch list coordination to ensure compliance with approved plans and project requirements.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR DSP-24017 (Dunkin')

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
MASSOUD TOWHIDI, PE	**PROJECT MANAGER**	38	25

15. FIRM NAME AND LOCATION *(City and State)*

Capitol Development Design, Inc.
4600 Powder Mill Road
Suite 200
Beltsville, MD 20705

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
M.S. / 1985 / Civil Engineering – University of Akron, Ohio B.S. / 1982/ Civil Engineering – University of Akron, Ohio	1992 / PE / Maryland License Number 19644, Exp. 4/18/2027 Maryland / Erosion and Sediment Control Certification 4/111/2023

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Mr. Towhidi has over 35years of experience in civil engineering design, project and client management. His responsibilities include feasibility studies, conceptual and final designs, construction documents, specifications, project scheduling, cost estimating and processing permits. Mr. Towhidi specializes in projects related to roadway design and road improvements and residential and commercial land development. Mr. Towhidi has extensive experience in designing roads, storm drain, stormwater management, erosion/ sediment control, grading, floodplain, hydrologic/ hydraulic studies.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*
Beaverdam Creek Restoration
Prince George's County, MD

(2) YEAR COMPLETED
PROFESSIONAL SERVICES: 2018-2020
CONSTRUCTION *(If Applicable)*: Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[X] Check if project performed with current firm

Project Manager in charge of hydrologic and hydraulic modelling and design. Also oversaw pond retrofit design and contributed to the stream's watershed assessment analysis as well as the geomorphic assessment. Mr. Towhidi was responsible for directing the geotechnical boring locations and analysis and coordinating with the survey work and quality checking it.

b.

(1) TITLE AND LOCATION *(City and State)*
Murch Elementary School
Washinton, DC

(2) YEAR COMPLETED
PROFESSIONAL SERVICES: 2017-2019
CONSTRUCTION *(If Applicable)*: 2020

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[X] Check if project performed with current firm

Project Manager responsible for civil engineering design for the school. Project included site design and grading, stormwater management, storm drain design, water and sewer design, and erosion and sediment control. . Also included construction administration through the construction phase, including inspection and as-built services and punchlist.

c.

(1) TITLE AND LOCATION *(City and State)*
Ritchie-Marlboro Road Improvements
Largo, MD

(2) YEAR COMPLETED
PROFESSIONAL SERVICES: 2016-2019
CONSTRUCTION *(If Applicable)*: Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[X] Check if project performed with current firm

Project Manager for improvements of Ritchie-Marlboro Road. Mr. Towhidi was responsible for defining geotechnical, survey, and utility designating and test pitting associated with the proposed improvement. The improvement consisted of roadway widening and associated storm drain improvements and stormwater management. Mr. Towhidi's careful attention to detail prevented the need to relocate utilities other than the storm drain in the immediate area of the widening.

d.

(1) TITLE AND LOCATION *(City and State)*
Forest Hills Subdivision
Prince George's County, MD

(2) YEAR COMPLETED
PROFESSIONAL SERVICES: 2010-2020
CONSTRUCTION *(If Applicable)*: Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[X] Check if project performed with current firm

Project Manager for design associate with the 100+ lot subdivision. Responsible for design of storm drain and Stormwater management, grading, street grades and roadway design, water and sewer design, sediment control design, construction cost estimates, and processing permits. Also responsible for off-site roadway and intersection improvement design.

e.

(1) TITLE AND LOCATION *(City and State)*
Belmont Crest Subdivision
Prince George's County, MD

(2) YEAR COMPLETED
PROFESSIONAL SERVICES: 2010-2017
CONSTRUCTION *(If Applicable)*: 2015-2017

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

[X] Check if project performed with current firm

Project Manager responsible for civil engineering of this 161 AC site which included design of storm drain and Stormwater management, grading, street grades and roadway design, water and sewer design, sediment control design, construction cost estimates, and processing permits. Also includes preparation and submission of as-built documents associated with project close out and bond release.

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