

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:**

|                            | <b>APPROVED CSP-07002</b>                               | <b>EVALUATED</b>  |
|----------------------------|---|---|
| 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 policies 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

  
Approved for Legal Sufficiency  
M-NCPPC Office of General  
Counsel

6/25/25